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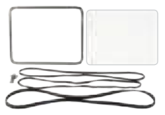

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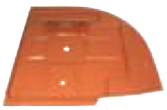

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March 2017

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VolksWorld

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VOLKS WORLD

Next month

The April 2017 issue of *VolksWorld* goes on sale **Friday 10 February**

Don't miss it!

Editor Ian Cushway – volksworld.ed@kelsey.co.uk

Welcome to the mag

Last time I was waiting for my Beetle's 'birth certificate' to arrive. Well, it came in super fast time, thankfully expelling the myth there was a six-month delay. So, armed with my British passport, the purchase invoice for the car, a fresh *Contrôle Technique* (see my sagas on pages 80-81) and various other bits of paperwork I excitedly made my way to the *prefecture* in Vannes to get a French registration, or *Carte Grise*. There was a queue, of course, but I eventually got seen and I presented all my documentation. Confirming my name and address, I began thinking about getting the new French number plates made up and where I would take the Beetle on its inaugural drive but alas, it wasn't to be. You see, despite paying extra for the data sheet from Wolfsburg, it didn't have the necessary information for the French authorities. They wanted to see a Certificate of Conformity, which confirms the vehicle's *'puissance'* which, as I understand it, is a figure arrived at by doing a calculation that includes CO_2 and power. Inevitably, therefore, despite giving my most dolefully disappointed look, and a getting a real feeling that they wanted to help me, I came away empty handed.

The authorities in Vannes told me to go to my local VW main dealer which, despite me knowing would be a total waste of time, I did all the same. You guessed it, my request was greeted by the classic Gallic shrug.

> "my request was greeted by the classic Gallic shrug"

I tried phoning the Paris office of Volkswagen France but no one answered the number I was given and plundered every contact I had at the Wolfsburg museum. They tried all they could but still couldn't come up with the necessary information. It turns out that manufacturers don't issue a Certificate of Conformity for vehicles made prior to 1997. So I was stuck.

Eventually, I read on a forum that the *Fédération Française des Véhicules d'Epoque* (FFVE) would be able to help. So I downloaded the necessary form, enclosed a couple of photographs of the car as requested, wrote a cheque for €60 and put the whole lot in the post. And guess what, the processing time is… wait for it, 6-8 weeks! And that's assuming they have all the information they need and don't send the whole thing back…

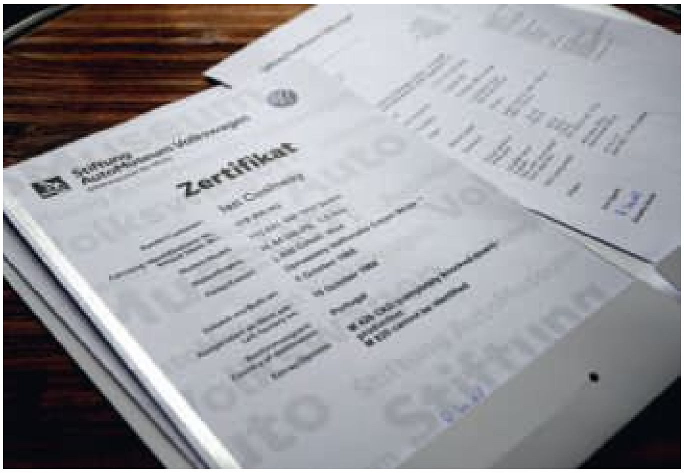
Believe it or not, none of this has dented my enthusiasm for getting the car on the road. It will happen, and the wait will be worth it. Best of all, because my car's over 30 years old I can apply for a *Carte Grise 'Collection'*, which means I can get a cool, retro looking number plate that's black with white letters… See, I knew there would be an upside!

Ian Cushway
Editor

Bearing in mind it hadn't been used since 2004, Ian's Beetle has certainly progressed since he bought it in May last year. When it finally gets to 'roll' it will become more of a rolling restoration

Ian's Beetle's passed the French equivalent of its MoT, but red tape has thwarted his attempt to get it registered

Wolfsburg's 'birth certificate' arrived in less than two weeks – but sadly, it doesn't have the information requested by the French authorities



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Ready, steady...

Here's a list of season openers guaranteed to get your 2017 off to a flying start

January

Hochzeitsmesse Luzern
Date: 14-15 January 2017
Location: Luzern, Switzerland
Contact: www.vwbussli-mieten.ch

Hot Chocolate Party VII
Date: 21 January 2017
Location: Renkum, Holland
Contact: www.kieftenklok.nl

Camper Mart
Date: 29 Jan 2017
Location: The International Centre, Telford
Contact: www.campermart.co.uk

February

Indoor Swapmeet
Date: 2 Feb 2017
Location: Mol, Belgium
Contact: www.dekempensekeverclub.com

Nicana's Oltimer swapmeet
Date: 11 Feb 2017
Location: Brunegg, Switzerland
Contact: www.nicanaotm.ch

29e Bourse VW de Valence
Date: 19 Feb 2017
Location: Valence, France
Contact: www.facebook.com/events/1309572102395769

Bourse de Pieces Air Cooled
Date: 19 Feb 2017
Location: Auby, France
Contact: www.passioncox.com

DubFreeze
Date: 19 Feb 2017
Location: Bingley Hall, Stafford
Contact: www.dubfreeze.co.uk

March

Spring Dub
Date: 5 March 2017
Location: The Great Harrogate Showground
Contact: www.springdub.co.uk

Bulli Ausstellung
Date: 10 March 2017
Location: Pfäffikon, Switzerland
Contact: www.vwbussli-mieten.ch

Ultimate Dubs
Date: 12 March 2017
Location: Telford International Centre
Contact: www.ultimate-dubs.co.uk

VOLKS WORLD
SHOW 2017
25-26 March 2017
Sandown Park, Esher, Surrey

VolksWorld Show
Date: 25/26 March 2017
Location: Sandown Park, Surrey
Contact: www.volksworldshows.com

Lincoln VW Camper Day
Date: 26 March 2017
Location: Brayford Warf, Lincoln
Contact: www.lincolncamperday.co.uk

Dubs at the Mill
Date: 31 March/2 April
Location: Haselbury Mill, nr Yeovil, Somerset
Contact: www.scrumpydubbers.co.uk

VW ACTION 2016

Photo Julian Hunt

April

Dorset Swapmeet
Date: 2 April 2017
Location: Spetisbury, Dorset
Contact: www.dorsetswapmeet.co.uk

Vee Dub Family Birthday Weekender
Date: 7-9 April 2017
Location: The Oak Tree Arena, Highbridge, Somerset
Contact: weekender@veedubfamily.org

Elemental VW Show
Date: 7-9 April 2017
Location: Crouch Valley Showground, Rayleigh, Essex
Contact: www.elementalvw.org.uk

VW-Bus Treffen
Date: 7-9 April 2017
Location: Kirchzarten, Germany
Contact: www.vwbus-team-baden.de

Elsecar at the Races
Date: 9 April 2017
Location: Doncaster Racecourse
Contact: www.elsecarattheraces.com

CamperFest
Date: 13-17 April 2017
Location: Chester Racecourse
Contact: www.camperfest.co.uk

Bus Types VW Show
Date: 14/16 April 2017
Location: Oswestry Showground, Shropshire
Contact: www.bustypesvwshow.co.uk

Big Bang Camper & Bus Show
Date: 21/23 April 2017
Location: Santa Pod Raceway, Northants
Contact: www.big-bang.co.uk

Vintage at Zandvoort
Date: 21-23 April 2017
Location: Zandvoort, Holland
Contact: www.vintage-at-zandvoort.nl

VW Tomie
Date: 28 April/1 May 2017
Location: Orsett Showground, Essex
Contact: www.vw-tomie.co.uk

Dubs at the Farm
Date: 28/30 April 2017
Location: Woofferton, Ludlow
Contact: www.dubsatthefarm.co.uk

Stanford Hall
Date: 30 April 2017
Location: Lutterworth, Leics
Contact: www.stanfordhallvw.com

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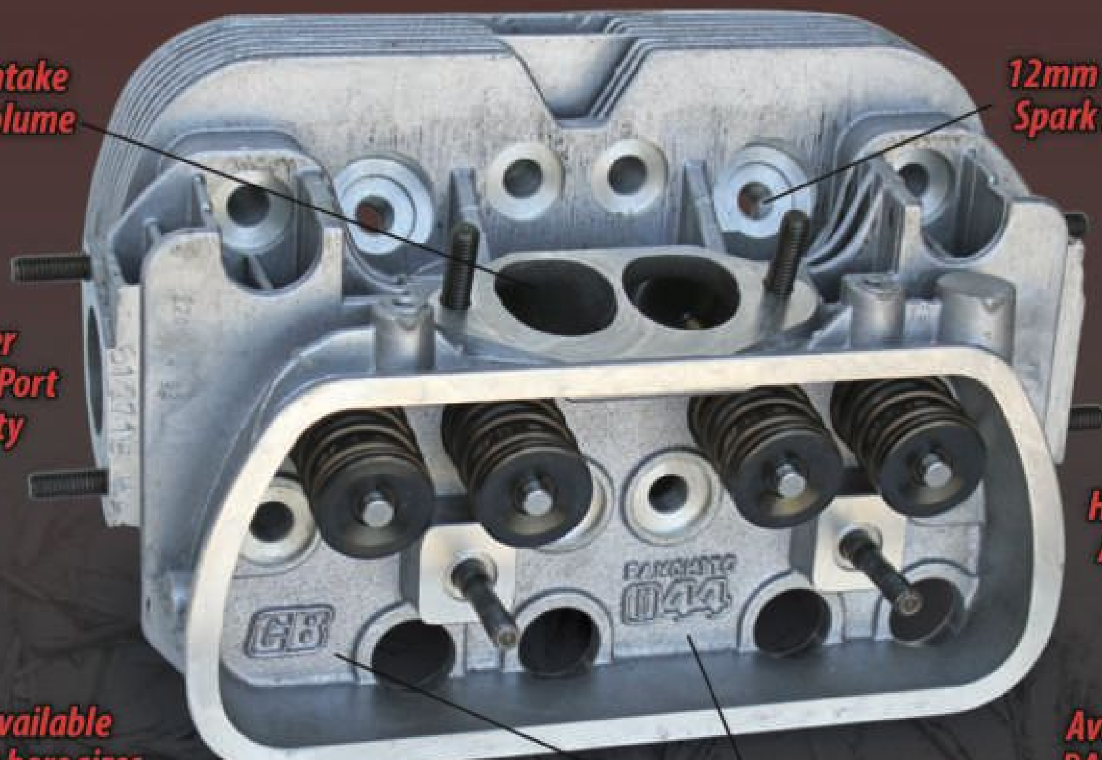
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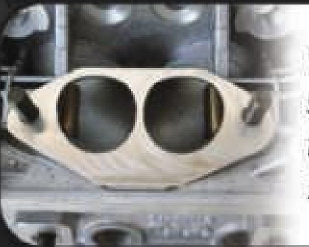

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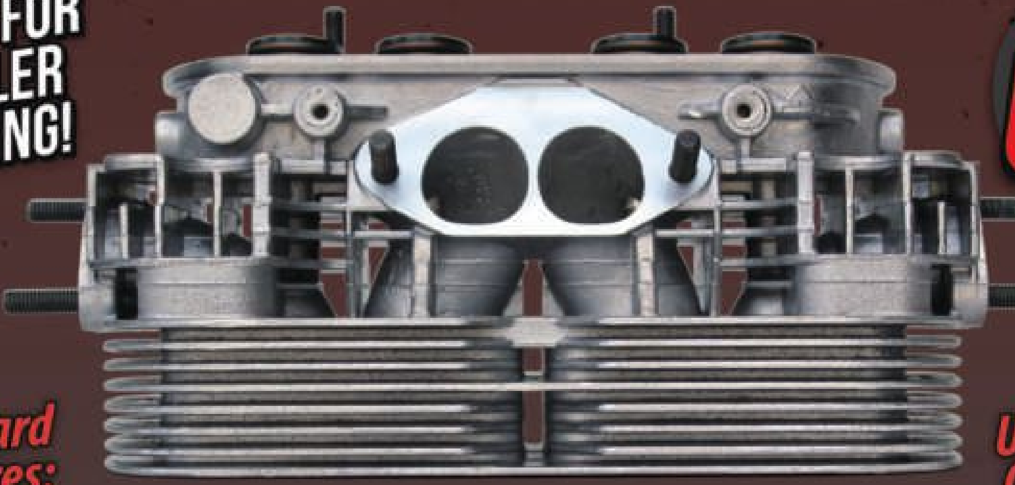

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- Tungsten Carbide Alloy Valve Seats
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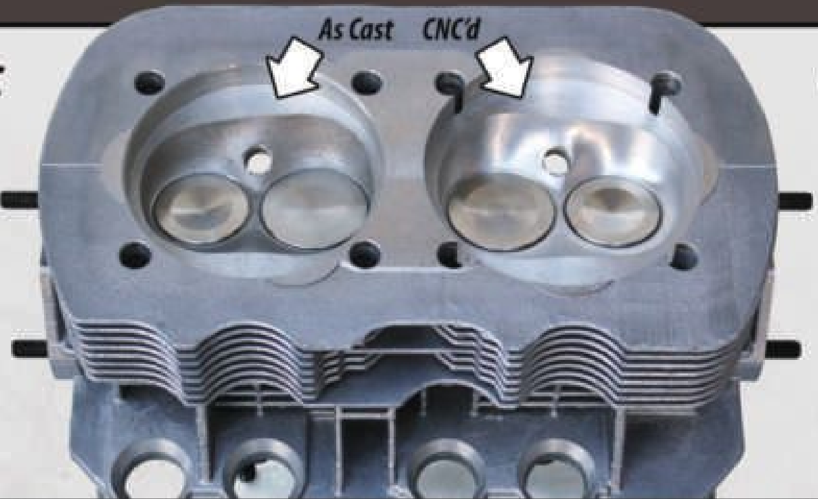

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.400 - 145
.500 - 155
.600 - 161

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.300 - 138
.400 - 158
.500 - 167
.600 - 171

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If you are looking to buy or sell VW parts the Swapmeet hall is the place to head for. With over 100 tables selling 1000s of hard-to-find parts from all round Europe, it is a great place to pick up a bargain. If you have parts in your garage that you are looking to sell why not take a table. You can book by calling Ben Foster on 01959 543 722. Tables cost just £110, which includes two weekend tickets to the show.

Show Website

Check out the show website to find out the latest news, gossip and show information. It is also the place to buy discounted tickets and show merchandise. The website can be found at volksworldshows.com

Camping Tickets – Selling Fast

Weekend camping tickets to the *VolksWorld* Show are selling fast and space is limited, so buy before we sell out. Relax, take your time and make a weekend of it. If you camp on site you get the extra benefit of quick access to the show, free indoor entertainment on Saturday evening and use of the golf course bar all weekend. If you don't fancy staying on site you can take a five-minute walk and join 1000s of other VW enthusiasts at one of the many bars and restaurants that Esher town centre has to offer. Buy your camping tickets online today (as they always sell out) and save yourself money. Remember, you no longer need to buy a camping vehicle pass, just an individual adult weekend with camping ticket. Kids go free.

2017 Show plaques now in stock - Buy at the website, just £3.00 each

Show Car News

Nick Wallwork is bringing his latest creation based on an original 23 window Samba to the show. It will be the bus's debut and we're sure it won't disappoint with its full 'on the floor' drop hydraulics, giving a show stopping stance. Follow the build story on his face book page International VW Splitscreen Owners & Fan Group. If you have, or are building, a show quality car that you are interested in displaying, please email some brief details and a couple of pics to amy.nicholls@kelsey.co.uk

Buy or sell your ride at the show

If you are looking to buy a VW, our Cars for Sale area in the front car park is the place to head. If you want to sell your VW just turn up on the day and we'll direct you to the dedicated area.

Cool Music on the Red Brick Road

There will be an eclectic mix of music to suit all tastes, including the Del Sharrons and the Breakfast Club. Top Bananas, the world's tallest band, will also be on hand to welcome you to the show and play all weekend for your entertainment.

'67 celebration

We celebrate the 50th anniversary of this benchmark model with a massive line up of '67s. Lots of cars have already applied but we have space for more. If you would like to come and join the party email amy.nicholls@kelsey.co.uk for more information. Everybody in the line-up receives a free entry ticket to the show and an anniversary t-shirt.

Traders

With over 100 traders spread over three floors and selling everything you could need for your Volkswagen, the trade halls are the place to chat, pick up advice, buy parts for your ride and kit yourself out with some cool VW merchandise.

If you would like to book one of the few trade stands remaining call Ben Foster on 01959 543 722.

Kids Are Free

We pride ourselves at the *VolksWorld* Show on keeping your little ones entertained, and the Kids' Zone is a safe place for the kids to let off some steam and have some VW-related fun. Entertainment includes a large soft play area, party games, film shows, colouring competitions and much more. Remember, kids 14 and under get in free when booked in advance. Get your free child tickets when you book your adult tickets online.

The Engine Shop

After a one-year break, we are really pleased to welcome back top engine builder Jim who will be showing you how to strip and rebuild an engine. Don't miss this if your engine needs a rebuild.

To find out more about the show or to book tickets go to our new website or our Facebook page *VolksWorld* Magazine

www.volksworldshows.com

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> NOS Fix

From: www.thegermanjunkies.com Price: various
Looking for that rare original part to complete your Volkswagen resto? Well, call off the search because The German Junkies might be able to help because they specialise in New Old Stock and good used original early Volkswagen parts and accessories. The small team regularly update their website with new and rare parts sourced from all over the world which makes things interesting because you never know what is going to be added next.

They also have their own range of top quality clothing which currently includes t-shirts, sweatshirts and hoodies for guys and gals featuring a super cool vintage Split Window Beetle and Barndoor, with other similar awesome vintage designs coming very soon, so keep an eye out!

Lip service

From: www.justkampers.com
Price: £19.50
JK now have another exclusive new product on their shelves. These repair lip panels for the tailgate window on your T2 are brand new products, made on site at JK's HQ in Hampshire. They fit the bottom edge of the tailgate window on Splits from 1964 to 1967 and Bays from 1967 to 1979. The team that produced them have decades of collective experience, used the best quality steel and achieved a great powder coated finish.

Don't talk wet!

From: www.codeclean.co.uk Price: £10.08 for 500ml
CödeClean has just announced the launch of their hydrophobic glass cleaner, a truly unique product that enables glass to quite literally clean itself. Yes, really! In addition to offering one-swipe glass cleaning, the unique hydrophobic, nano-particulate formula allows the solution to bond directly to the micro-indentations that cover the surface of all glass giving it an instant water and dirt repellent coating that last for weeks. In a nutshell, this means visibility in wet weather is drastically improved which could prove handy in an old VW.

Simply spray on any glass surface using the handy trigger spray bottle, and wipe off any excess for a residue and smear free finish. Then sit back and watch as rain and water bead instantaneously upon contact.

Put your foot down

From: www.vwheritage.com Price: £99.70
If your right foot's resting on a scruffy looking loud pedal, replace it with one of these smart Fast Fab CNC items instead, available from VW Heritage. CNC machined in polished aluminium with an inserted black pad, or in black anodised aluminium for a more subtle look, this is a quality piece of engineering you can enjoy every time you drive your classic VW. It fits Beetles made from '66-'79 and it's available for both right- and left-hand drive models.

> Getting in the mood

From: www.Truffleshuffle.co.uk Price: £19.99
VW Campervans have always been about chilling out and relaxing and with this Campervan mood light you will definitely chill out and feel the vibe. Made from lightweight plastic it's perfect for home, Campervan or holiday home. Dual powered, by either USB or 2 x AA batteries (micro USB cable is included) it features a touch on/off function. Simply press down on the top of the light and it will automatically begin phasing through a selection of colours. Press down again when displaying your favourite and the light will remain on your chosen colour. Cool, eh?

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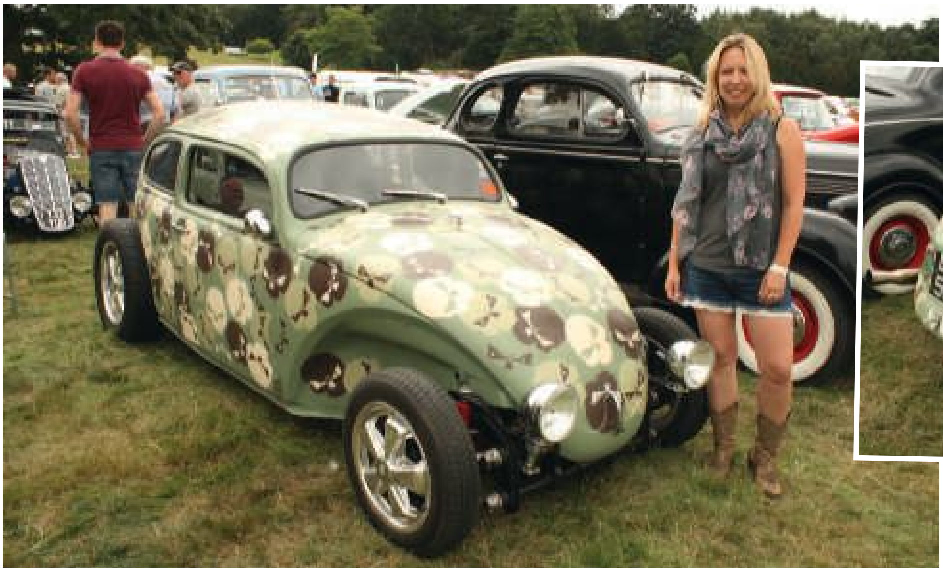
Car of the month



Leanne's fitted 2-inch dropped spindles at the front and lowered the rump slightly for that nose down look

We're impressed by the fact that the cut-to-size rear windows also happen to be tinted. Nice one!

Leanne Dodd, 1971 Volksrod

Graphic designer Leanne Dodd produces custom artwork, VW themed gifts (www.leadarts.com), runs Guluzar, which specialises in ladies fashion handbags, scarves, jewellery and accessories and is a member of Victory Wheelers rod and custom car club. With that amount of creativity and individuality, you know her Volkswagen isn't going to be run of the mill and stock! Indeed, Leanne owns a rather eye catching 1971 Volksrod that was originally built by a rodder from Hayling Island, Hants.

"I first clocked this rod around two years ago at a show," she smiles. "Several years later I spotted it for sale on ebay and thought, it's mine!"

Since purchasing it, she's fitted 2-inch drop front spindles in order to obtain the correct ride height and lowered the rear by one spline in order to get that slight nose down stance. The wheels are 17-inch at the back and 15-inch at the front.

"At the moment the rod is running a 1300cc engine, but my dad is building me a custom 1641cc engine, with twin carburettors and plenty of fancy red and gold paintwork on a black base tinware so it's going to look superb," she explains.

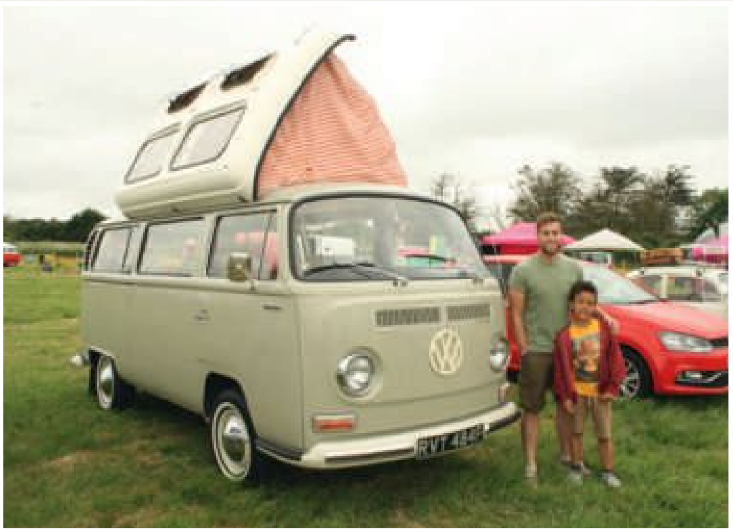
The interior is still work in progress, but it sports a pair of seats from a Smart Car at the front, which really work well in the rod, being not only extremely comfortable, but having that steel hammered paint finish at the back, which blends with the rod guise perfectly. At the rear are black leather trimmed Alfa Romeo seats. Leanne plans to fit khaki canvas seat covers at the front, to complement the khaki and beige skeleton design exterior paintwork.

> "I spotted it for sale on ebay and thought, it's mine!"

Meanwhile, the dashboard now incorporates a full line-up of black on cream Dolphin instrument gauges. "My Volksrod hasn't got a name, but it has been referred to as an 'Angry Herbie' by a little girl and also 'Satan's Car'" grins Leanne! We're not really sure whether that's a compliment or not?

Those front pews are from a Smart Car, while the rear perch is a leather item from an Alfa apparently

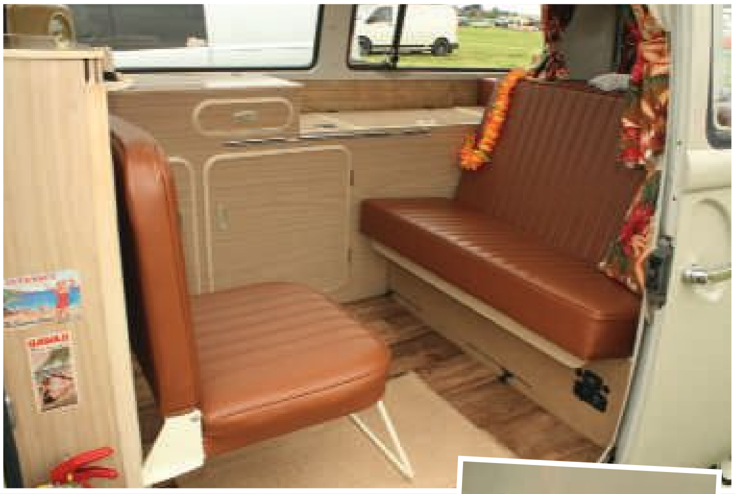
Leanne's dad's building up this rather special 1641cc lump for the 2017 show season



James Henderson, 1968 Dormobile

James Henderson cut his Volkswagen teeth on a pair of early Golfs, but he was keen to sample the delights of air-cooled VWs and opted for a Bay Window. "The first one I viewed was a left-hook Westy but I quickly discovered that I didn't like LHD, so subsequently narrowed my search to right-hand drive examples only," he explains. He saw this one advertised on Gumtree in the summer of 2015. "The Bay has retained quite a lot of originality and that's something I'm keen to maintain," explains James. "I've undertaken a small amount of paintwork rectification, the colour is L345 Light Grey, but most of it is original. The entire cab area is original and in fine order, with just the addition of hessian coffee sack floor mats. The rear has been sympathetically retrimmed by Dean Weller at the Trim Shop in Nazeing, Essex, using a brown vinyl material. James and his father have trimmed the base of the rear seat with hessian sacking, that now incorporates the ICE unit, plus the sacking has been further used to trim some other thin panels. Colourful vintage style Hawaiian curtain material was purchased in the USA and made up professionally. The wooden board flooring is vinyl, but it looks real from a distance! Interior lighting is by touch sensitive LEDs. Original fixtures and fittings like the cooker, sink and cooler box have all been retained.

For his first air-cooled VW, James's Bay is certainly most impressive and it came with a very comprehensive history file, too. Job well done!



Camping interior is mainly original and James has retained the original cooker which stows upright behind the front passenger seat

DORMOBILE
Martin Walter

The original Dormobile sticker on the engine lid as well as the metal dash plaque have survived

Alan and Marie Graves, 1970 1302S Karmann Cabriolet

Alan and Marie Graves have owned a string of Beetles over the years, so naturally when the empty shell of a Karmann convertible 1302S popped up for sale on ebay 15 years ago, Alan simply couldn't resist the temptation and clicked the 'Buy Now' icon! "I didn't even bother viewing it, I just had it transported down from the Midlands to our Hertfordshire home," he enthused. "You always take a bit of a risk purchasing something unseen, but having owned many Beetles before, I wasn't too daunted at the prospect of a full restoration."

Luckily for Alan, the Cab was in pretty good shape bodily so he simply purchased a really rotten 1302 saloon and transferred all the running gear over.

The Beetle required a small amount of welding to one of the chassis rails and around where the soft top fits at the rear, where a lip had all rotted out. The car was repainted in the much earlier period Volkswagen colour of Fjord Blue metallic. Keeping the elements at bay is a brand new blue mohair hood.

The 1600cc engine didn't run too well at first, but this has now been sorted by fitting a new carb and it now runs a treat.

The 1302S's rough running 1600cc engine was sorted by fitting a replacement carburettor. The fuel hose seems pretty close to the pulley, so we'd get that re-routed though Alan

Hood is a smart mohair replacement – in a matching blue hue of course. We'd expect to see some chrome trim around that rear window

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(Over) Fifty shades of Volkswagen

No car lived as long as the Beetle. That saw it pander to many colour fashions, from the subdued blacks and greys of early models to the citrus hues of the 1970s, with varying degrees of success

Words
Richard Gunn

L20B. L96N. L10A. L96E. And L13A. If you really know your Volkswagens, you'll instinctively recognise those designations as Brilliant Orange, Viper Green Metallic, Rally Yellow, Gemini Metallic and Dakota Beige. Four of them are among the most flamboyant Volkswagen shades of the 1970s, the decade that taste forgot. And the other one is beige.

> "it has skated a little close to the fashion wind at times"

They're just some of the many hundreds of paint colours that have appeared on the Beetle (and its brethren) over the 65 years the car was in production. Such was the longevity of the Type 1 that probably no other car has ever been available with such a huge and varied choice of hues. It's testament to the timeless design that it managed to look good in pretty much any shade, from the sedate to the garish. Although it has skated a little close to the fashion wind at times.

What the L?

It all started out in much the same way as the car the Beetle beat to the title of the best-selling vehicle ever – Ford's Model T. Famously, Uncle Henry declared of his earlier people's car that customers could have it in any colour 'so long as it is black'. That was pretty much the case with the first Beetles too – Volkswagen's own preserved 1938 VW38 is in this colour, and the economic realities of war meant the Beetle's spectrum remained strictly limited, with a few variations of grey and khaki being added to the palate.

One of the final batch of right-hand drive UK spec Beetles from 1977, finished in Diamond Silver Metallic. The first metallic appeared back in the early '50s

In 1945, after the war ended, the British Army took over building the Beetle. But most of the production for that year – 1785 in total – was for the occupying forces in Germany. Service Green and Flight Blue were the shades for the British forces, the latter one aimed at the RAF. The USSR favoured brown, France liked grey and the USA had a preference for dark grey. However, a bit of brightness crept in with red also available. Sadly for anybody wanting to inject a little cheerfulness into their austerity motoring, it could only be specified for Beetles used as temporary delivery vans for the Reichspost.

Various degrees of orange were especially popular during the 1970s

The public could buy the Beetle from 1946, assuming they had 5300 Deutschemarks available and liked black, grey or blue, for those were the only civilian shades. And because decent paint was so scarce, only a matt finish was offered. This was also the year that the 'L' system of coding was introduced – Black was L41, Grey was L28 and Dark Blue was L32.

With the advent of the export model Beetle in 1949, the colour choice expanded, although in general remained muted – Pastel Green, Chestnut Brown, Sand and Azure Blue and Black etc – with only L51 Bordeaux Red injecting a dash of flash. Soon, Beetles were reaching Britain, some via Surrey garage owner John Colbourne-Baber, who resprayed some of those he brought in rather decadent two-tone colours. JLT 420, the famous dark blue and pale blue survivor from 1947, is a reminder of how good these splits looked, even if Wolfsburg might not have approved.

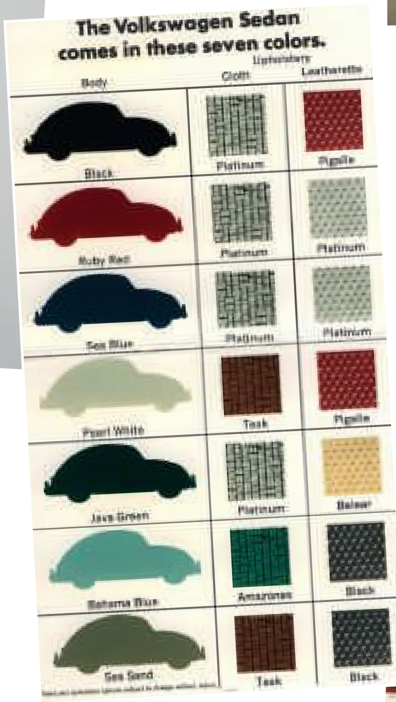
Silver dream machine

It was with the Oval of 1953 to 1957 that things really started to liven up, with options such as L35 Metallic Blue, L227 Strato Silver and L276 Ultra Maroon. By now, the successful Beetle was finding its way all over the globe, especially to the USA. It was this marketplace – used to lots of motoring glitz and glamour – that really drove the explosion of paint alternatives once the car got its one-piece

^ > This is one Wolfsburg didn't include in its brochure

^ Reds have always been popular on the Beetle – this is Mars Red (L31), which also appeared on early water-cooled Volkswagens

> Black was the order of the day early on in the Beetle's lifetime

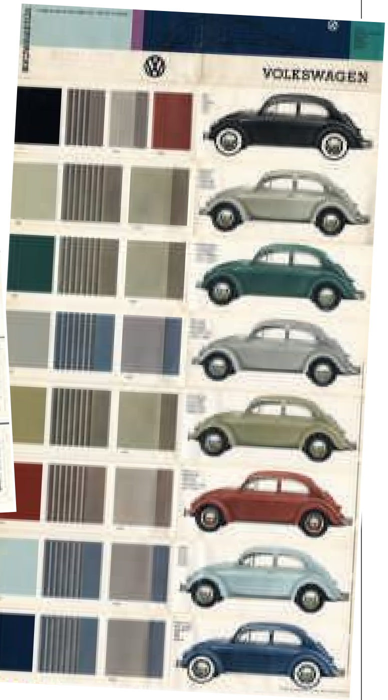


The Volkswagen Sedan comes in these seven colors.

Body	Upholstery: Cloth	Upholstery: Leatherette
Black	Platinum	Pigalle
Ruby Red	Platinum	Platinum
Sea Blue	Platinum	Platinum
Pearl White	Teak	Pigalle
Java Green	Platinum	Beleur
Bahama Blue	Amazonas	Black
Sea Sand	Teak	Black

< Exterior colours were matched by equally jaunty trim hues. They make modern car cabins look terribly dull

^ Marathon Blue made its debut in 1972 to celebrate production exceeding that of Ford's Model T


VOLKSWAGEN

^ Indian Red, Flint Grey, Mango Green – just some of the evocative paint names from VW's past

rear window. There was L245 Light Bronze, the very bright L380 Turquoise and L351 Indian Red, which bordered on orange. Also waiting in the wings for the eventually-to-be-kaleidoscopic 1960s were less self-explanatory titles such as L335 Capri, L240 Agave and L14 Mignonette. Mid-blue, green, and green again, in case you were wondering.

The vertical headlamp era brought the largest range of colours – and wonderful names such as L70F Chinchilla, L20D Clementine, L12D Shantung Yellow, L61H Lofoten Green and L51C Miami Blue, which sounds like it should be an American cop show inhabiting the nether regions of cable TV. Oranges, yellows, beiges and browns were the very much the order of the day into the 1970s, and for quite a while, even traditional black disappeared from the Volkswagen rainbow. Marathon Blue Metallic (L96M), one of the most popular options, made its debut a few months into 1972 with the World Champion models, a limited run to celebrate Beetle production surpassing the 15,007,033 of the Ford Model T. Other special editions also had distinctive hues, such as the GT, with its 'fruity colours' of Lemon Yellow, Tomato Red and Apple Green. Well, it was 1973…

The end of European production Beetle in 1978 and its switch to South American manufacture saw a gradual contraction in colours. On July 31, 2003, the final classic air-cooled Beetle was built in Puebla, Mexico, after 21,529,463 had appeared before it. It was finished in Aquarius Blue and brought down the curtain on the most decorated car in history. ■

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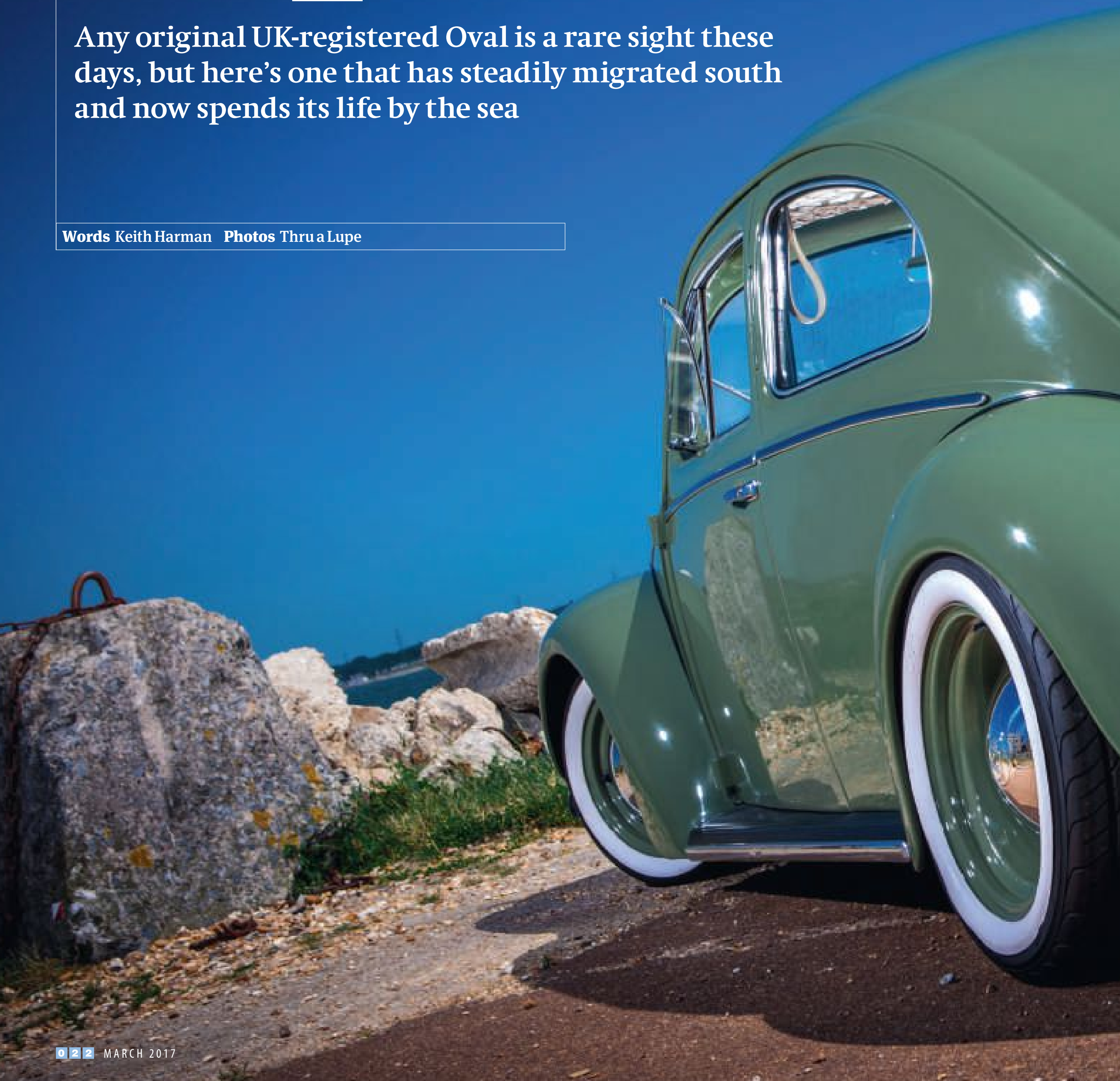
South coast special

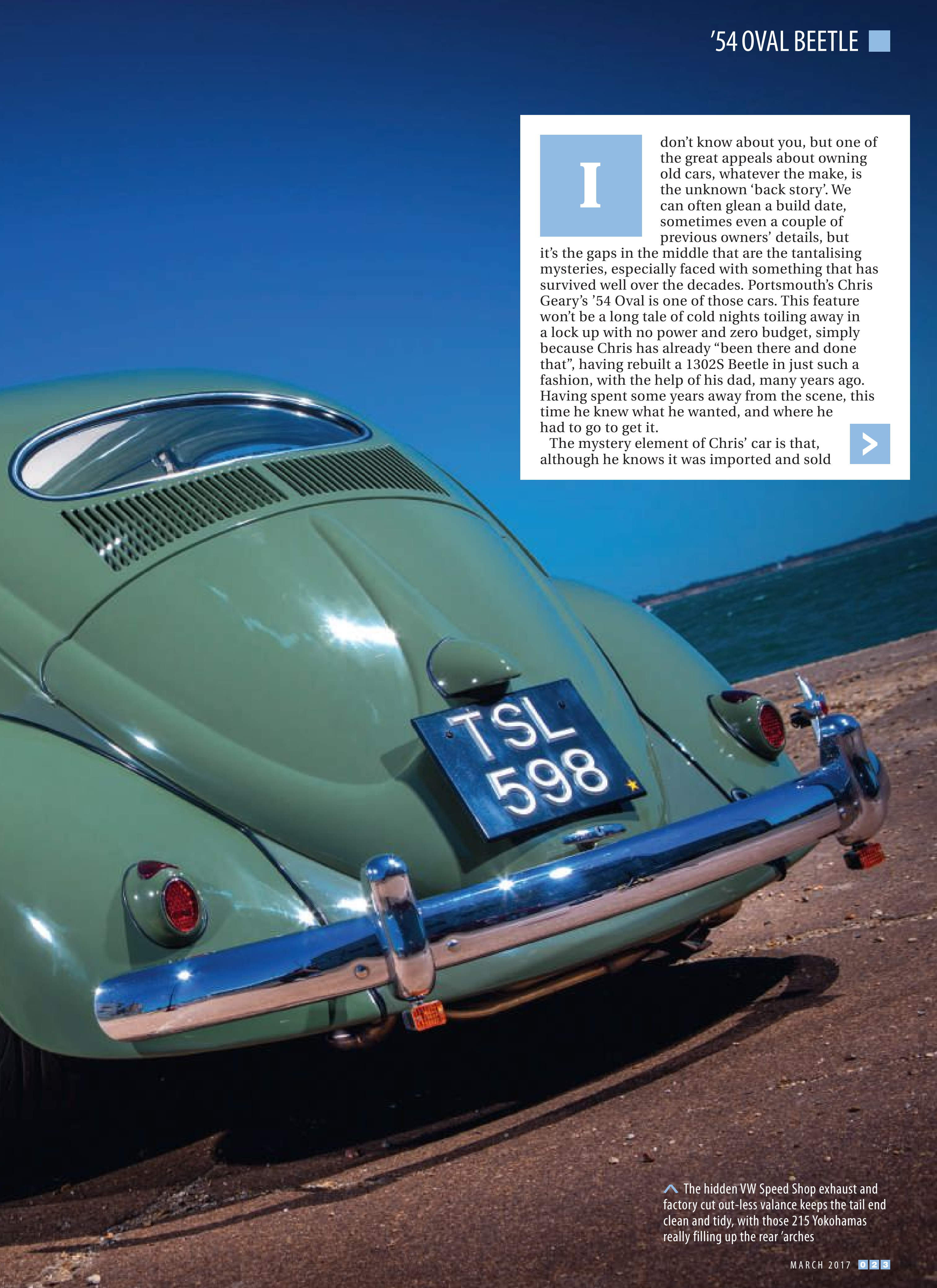
Any original UK-registered Oval is a rare sight these days, but here's one that has steadily migrated south and now spends its life by the sea

Words Keith Harman **Photos** Thru a Lupe



I don't know about you, but one of the great appeals about owning old cars, whatever the make, is the unknown 'back story'. We can often glean a build date, sometimes even a couple of previous owners' details, but it's the gaps in the middle that are the tantalising mysteries, especially faced with something that has survived well over the decades. Portsmouth's Chris Geary's '54 Oval is one of those cars. This feature won't be a long tale of cold nights toiling away in a lock up with no power and zero budget, simply because Chris has already "been there and done that", having rebuilt a 1302S Beetle in just such a fashion, with the help of his dad, many years ago. Having spent some years away from the scene, this time he knew what he wanted, and where he had to go to get it.

The mystery element of Chris' car is that, although he knows it was imported and sold



The hidden VW Speed Shop exhaust and factory cut out-less valance keeps the tail end clean and tidy, with those 215 Yokohamas really filling up the rear 'arches

new by VW Motors in London in 1954, it survived in stock form somewhere until around '81 when the DVLA updated its records and gave it another age-related plate. Our guess is the original registration number was sold as a cherished plate around this time, erasing the trail of its earlier life in the UK. Around the same time, the DVLA was also changing from paper to microfiche, so there's another reason why its original identity may have been lost along the way. Like we say, guesses. What is known is its original colour was Ultramaroon, but at some point it was painted black, and re-registered in Hampshire. Chris picks up the story: "A friend of mine, and fellow Brauner Stern [aka The Brown Stars] club member, Pete Marshall, had bought the car locally and, although it was already Cal Looked, decided to tear it down and go through it again. This process was documented on the BS club forum over the next 10 months, which is where I first saw it."

Having discovered how solid the car was, Pete set to restoring it and completing the relatively few jobs it needed to bring it up to scratch, mostly just small welding jobs. By far the biggest task was to rebuild the heater channels, the only part of the car that had rusted enough to need replacing. Pete sourced some NOS '60 channels, which were dissected and the bottoms grafted on to

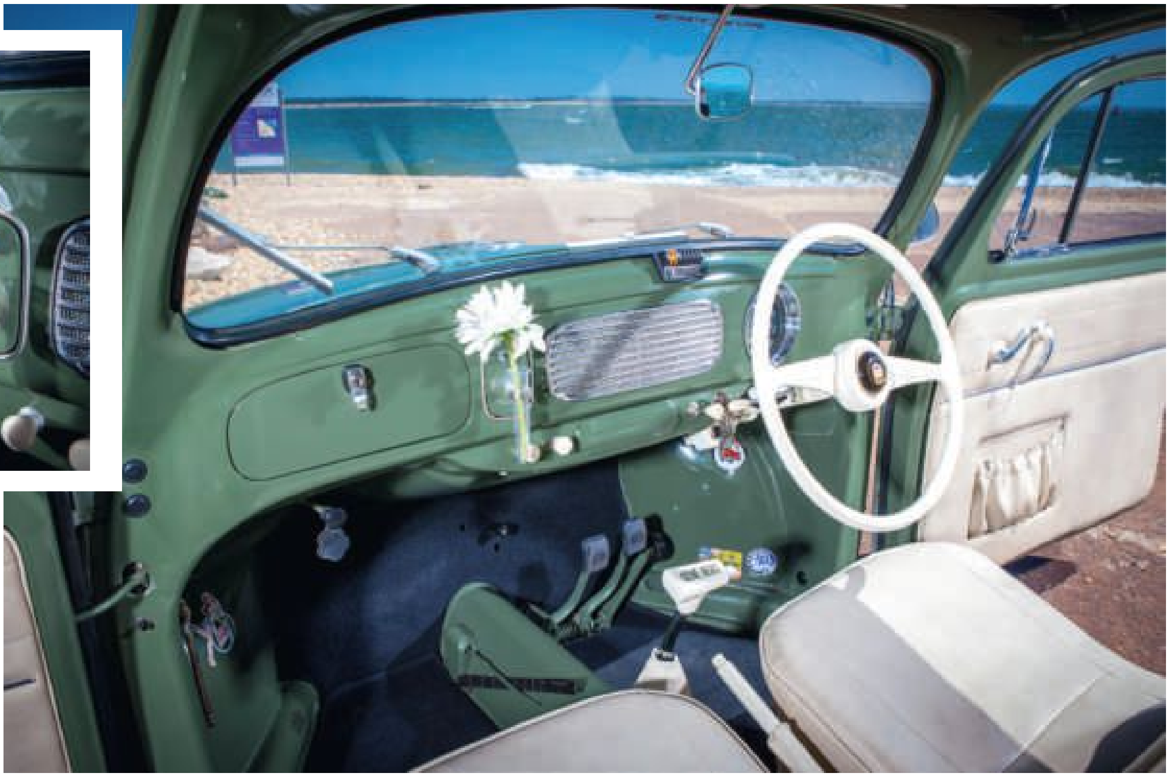
>

No air ride here, just a nicely low static stance, with a little bit of nose-down attitude. Whoever would have thought whitewall flaps would make such a comeback?

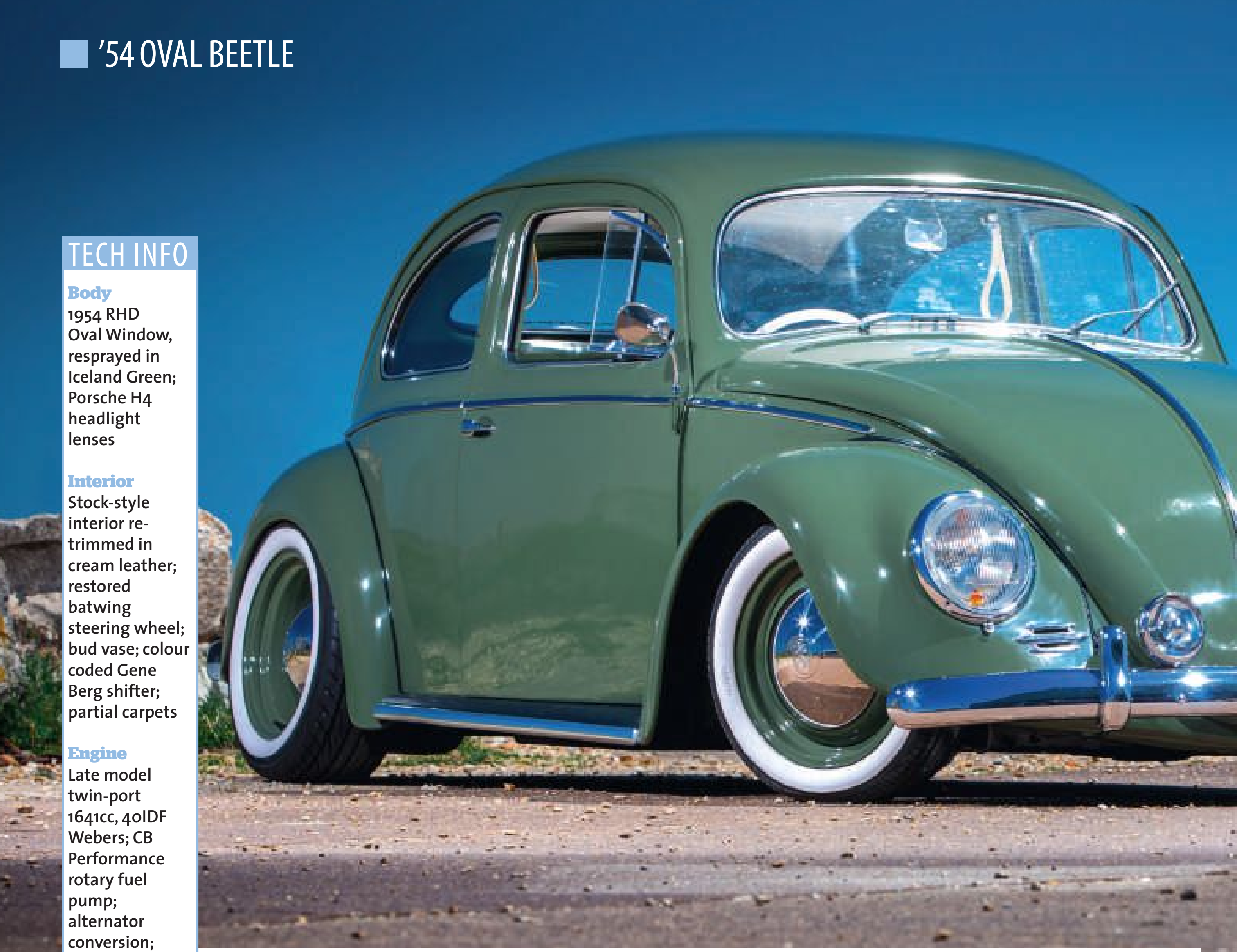
Gene Berg shifter is colour coded to match the interior, and wears a little bootie, too

> "Having spent some years away from the scene, this time he knew what he wanted"

^ Because flower



> With the exception of the late Beetle engine lid latch on the glovebox, a bud vase and that 'analogue' fuel gauge, here's the dash of Chris' Oval in all its minimalist glory



TECH INFO

Body
1954 RHD Oval Window, resprayed in Iceland Green; Porsche H4 headlight lenses

Interior
Stock-style interior re-trimmed in cream leather; restored batwing steering wheel; bud vase; colour coded Gene Berg shifter; partial carpets

Engine
Late model twin-port 1641cc, 40IDF Webers; CB Performance rotary fuel pump; alternator conversion; colour coded 30 horse-style fan shroud and tinware; Project 01 engraved fuel pump block off; VW Speed Shop exhaust

Suspension
Project 01 5-inch narrowed and adjustable beam; two outer spline rear drop; short shocks all round

Wheels and tyres
Stock steels, rears banded to 15 x 7 by Banded Wheels Essex; Yokohama 215/60-15s with whitewall flaps; 165/45s with whitewall flaps; stainless steel Wolfsburg hubcaps

the existing upper portions to maintain its original looks. The floorpan was found to be in excellent condition, with no evidence of any previous repairs – another pointer to this being a well cared for car.

Chris continues: "It was Pete who discovered the car's original colour, but he decided to paint it the age-correct colour of Iceland Green instead, his brother, Shaggy, expertly laying down the new finish." All in his barn in Cornwall, no less.

While the Oval was in Pete's hands, he had run it with several different wheel and tyre combinations, its final look when sold to Chris being a tribute rally car with Porsche 356 steels, no hubcaps, and stickered up with Telefunken radio logos.

It also sported a five-inch narrowed beam and short shocks, supplied and fitted by Charlie Jukes of Project 01, and a dual circuit brake upgrade. The Gene Berg shifter, colour coded to complement the interior, was also already in place.

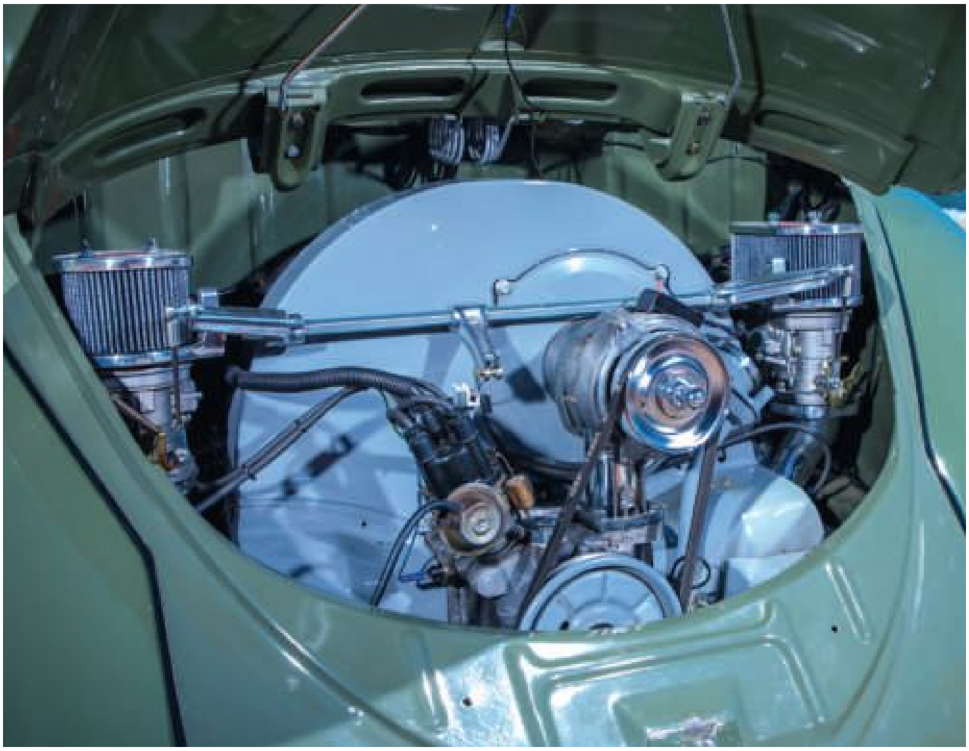
This was fine, and looked cool but, as Chris told us, "It just didn't quite hit the spot for me" so, after running it as is for one summer, he decided to gather some parts together over the winter to make it his own for the following year.

The first job was to acquire a set of original steel wheels, two of which were dispatched to Banded Wheels Essex, to be widened to 7J width. Chris highly recommends their work, citing good communication and high quality work from the guys there. On their return, they were colour matched by Jimmy Lindsey at Bear Bodyworks in Portsmouth. A set of stainless Wolfsburg hubcaps were next on the shopping list, Chris opting for these to tie in with the bonnet crest and also the horn push on the restored batwing steering wheel. Attention to detail folks, it's what makes a cool car stand out. To complete the rolling stock update, the Smart Car front tyres that came with the car were retained as they were nearly new, and a new pair of 215/60 Yokohamas were fitted to the rear to, as Chris put it, "give the arse a proper chunky look."

> "It just didn't quite hit the spot for me"

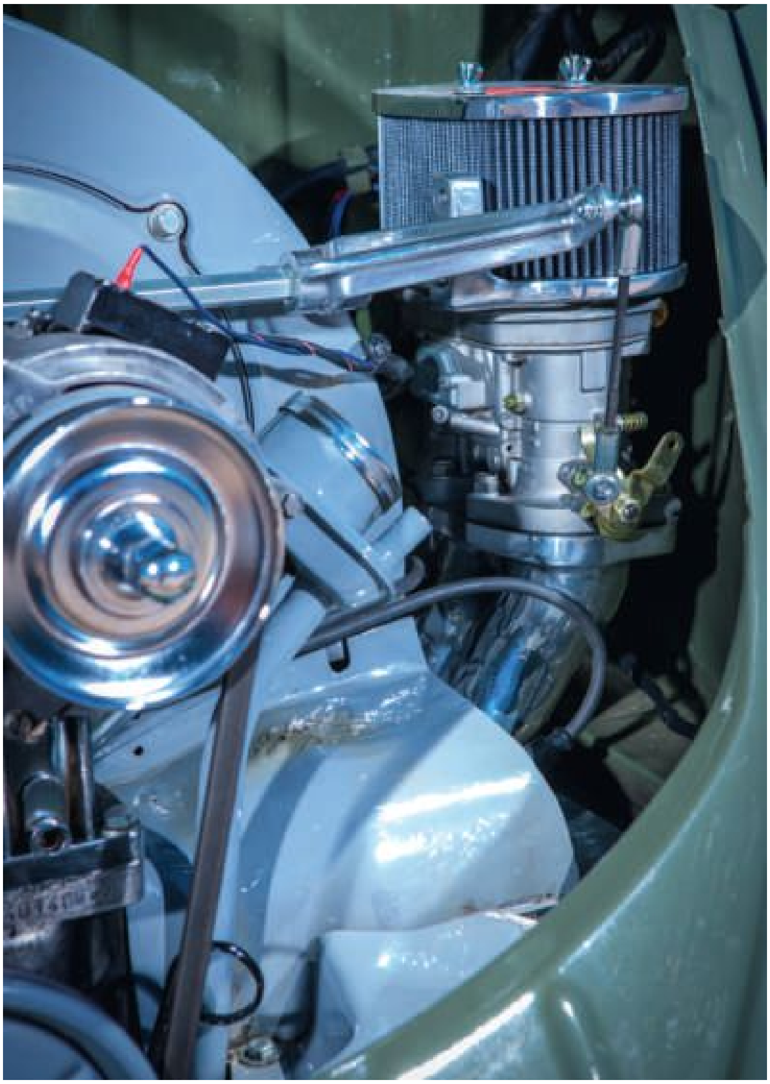
Speaking of Chris' arse, or rather the car's, the next job was to replace the exhaust system as it stuck out beyond the rear valance, again a look he wasn't keen on. And with Christmas approaching, what better to put on the 'Dear Santa...' list? Chris' wife, Deana, stepped up in place of Santa Claus and bought the new VW Speed Shop hideaway system (sorry, we didn't find out if this actually got wrapped and left under the tree). What we do know is that on Boxing Day, Chris found out that the new system wasn't compatible with his existing single carb set up as it had no pre-heat connections. Fortunately for Chris, his birthday falls in February, so guess

Although not the car's original colour, L213 Iceland Green with colour-matched rims and whitewalls gives the Oval a cool '50's vibe



Look past the 30 horse-style fan shroud and you'll see that's a late 1641cc twin-port engine in there for a little more pep than the original lump

Chris opted for twin 40IDF Webers as the stock carb was not compatible with the new exhaust Father Christmas brought him



Here's that super compact VW Speed Shop stainless exhaust hiding up under the stock rear valance

(Top) Porsche H4 headlight lenses, integral indicators, Koch horn grilles and a spotlight. (Above) Car still wears its standard heart tail lights, and semaphores, but they're supplemented by motorcycle indicators hanging off the overriders at the back

Stock 'big cap' fuel tank has been adorned with the Brauner Stern '55 club logo. Glovebox shows some love for the Portsmouth area, while the chrome 356-style spare with ZX rubber harks back to the car's previous look

Decidedly modern looking Yokohama rubbers, again with whitewall flaps, fit a treat on the Essex Banded Wheel 7J rims. Note the Wolfsburg logo hubcaps

Here's Chris, he just can't container his love for VWs, or Portsmouth…

what Mrs. Geary was wrapping up in birthday gift paper? Yep, a brand new pair of Weber 40IDFs from Eurocarb, or rather, 'Happy Birthday, love from Deana'. Hey Chris, she's definitely a keeper!

Life after Freddy

The installation of the new engine hardware was postponed until after a road trip to The Freddy Files in Ninove, Belgium, but on his return Chris cracked on with the upgrade, throwing a CB Performance rotary fuel pump and a custom engraved ''54 Oval' pump block off from Project 01 into the mix at the same time.

Chris says he loves the look of the engine bay now, and that the exhaust sounds awesome, perfectly complementing the understated look he wanted for the car. It would seem others agree, as his first run out to Bristol Volksfest saw him scooping first prize in the pre-'67 Beetle class in the show 'n' shine there, and although he stresses he is not in it for the trophies, he was chuffed at the recognition the car received.

Now when we first spoke to Chris about his Oval, the story would have concluded with Chris telling us how he planned to upgrade the gearbox to a freeway flyer for less stress on the motorway, and that he also planned to return it to its original Ultramaroon as he totally loves the car and has no plans to ever sell it… Except, when we called him back for a few extra details, we found it had already been traded back to Pete Marshall in part-ex for a Split Screen Panel Van. Still, since we are writing this in late November, we kind of already know what will be on Chris' Christmas list this time round. Better get the wrapping paper and Sellotape ready, Deana…

"first prize in the pre-'67 Beetle class in the show 'n' shine"

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Family 'Wagen

Meet 'Binky', David Powell's 1978 Bay that he restored himself, with the help of his friends, and just about every member of his family

Words Mike Renaut **Photos** Matt Richardson

Far be it from me to question any car owner giving their vehicle a name – it seems a terrifically popular thing to do in classic Volkswagen circles. But when David Powell, with a completely straight face, introduces his immaculate Bay Window Camper as 'Binky', I stifled a giggle and instead, asked the inevitable question. Why Binky? "My daughter, Megan, came up with it when she was five years old," grins David, "and we all liked the name." Well, that's good enough for me.

"I always wanted a Volkswagen Camper," he continues, "I'd seen a number of them advertised around the £7,000-£9,000 mark, but they all needed a lot of work. Then I spotted this one on Preloved – a selling website that's a bit like Gumtree – and bought it in August 2013." What David got for his money was very much an unfinished project, a white over orange 1978 Type 2 with the usual rust in all the usual places. Although at least the previous owner had already put in new sills, wheelarch repair panels, both rear corners and a complete front panel. However, it was obvious further repairs were still required. "My brother-in-law, Sean Lewis, is a bodywork man by trade, so he kindly offered to do all the required metal work. AC Blasting Services (www.acblasting-ticehurst.co.uk) sandblasted the underside of the body clean and that revealed more rot all around it, including a number of holes in the chassis rails around the rear axle. We mounted the Bus on one of those rotary frames, like a spit roast, to sort all that out.

"The rear corners of the roof were clearly rotten, so Sean cut it straight across and welded in a new panel," remembers David. "Underneath, the worst chassis rot was where the front beam attaches." And so it goes on. All the repair work was completed in Sean's double garage at home. "The underside was then properly sealed and

BINKY

Although the front panel had already been replaced when David bought the Bus, there was still a lot of work to be done to bring it up to this standard

TECH INFO

ENGINE
Stock 1585cc four cylinder with Pertronix Flame-Thrower distributor and alternator conversion

GEARBOX
Stock four-speed manual with Scat shifter

BRAKES,
Stock discs front, drums rear, now servo assisted

SUSPENSION
Rebuilt, and at factory stock height

INTERIOR
Newton Commercial leather Captain's Chairs; VanWurks Classic 2 camping interior

BODYWORK
Restored and painted Fiat Ye Ye Green and L90D VW Pastel White

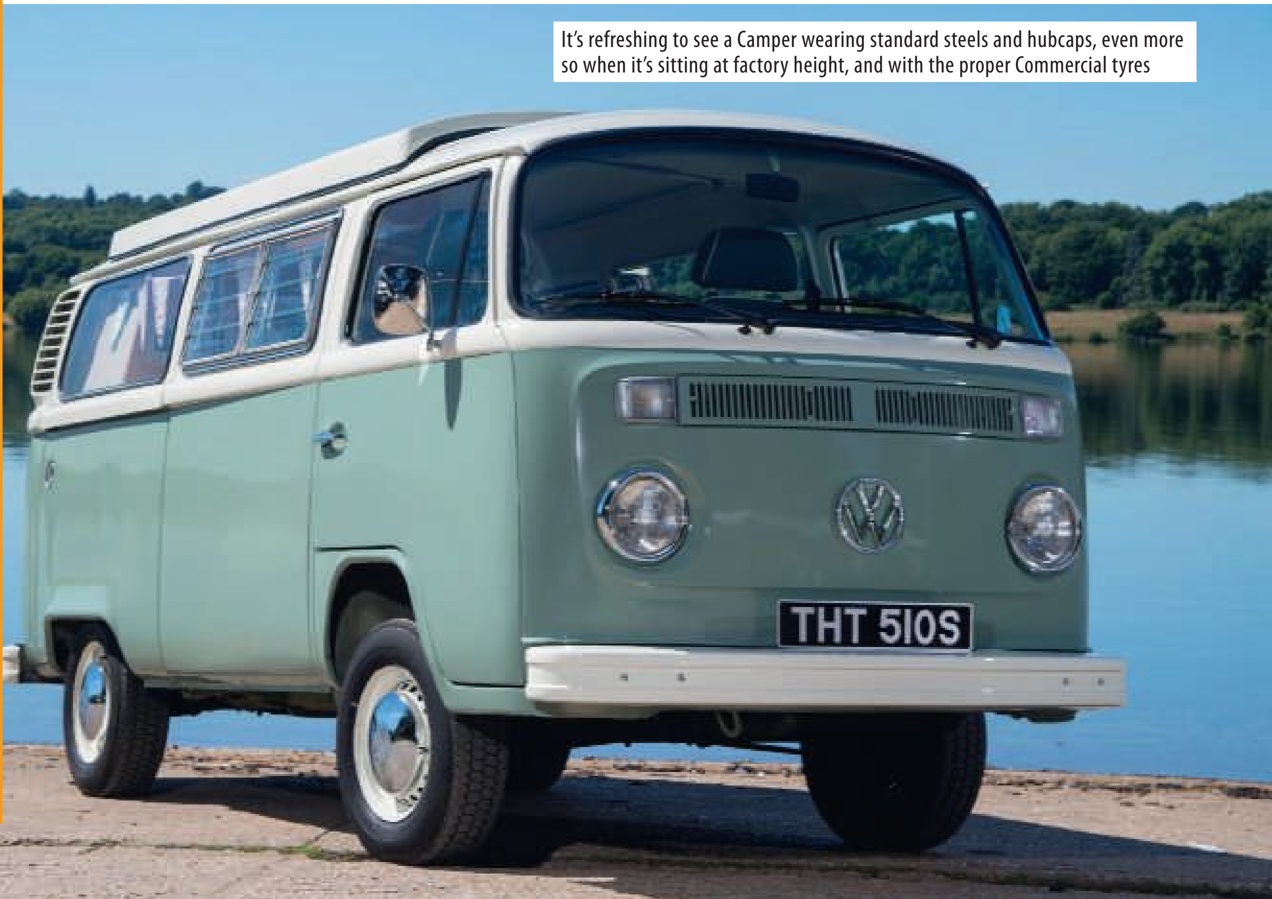
coated in a colour-matched product called Raptor made by U-Pol, which is the company Sean now works for. It's good stuff, and it's now available from VW Heritage." Two new front doors and a tailgate were then sourced from FBI VW in Swansea (www.fbivw.com). "They were from an export model, so we had to weld up the holes for the sidelights and I had them chemically dipped to remove the old paint. We got the Bus built to a rolling shell in bare metal then took it to CMS Coachworks at Horsham (www.cmscoachworks.co.uk / 01435 810 061) and they painted it in Ye Ye Green, as used on the new Fiat 500. Simon Mattocks at CMS did say 'are you sure?' more than once," laughs David, "but when it was done we all agreed it looked fantastic."

A helping hand

So there was David with his now super shiny and straight Bay Window bodyshell but, having never taken on an entire vehicle restoration before, understandably no real idea of how to progress from there. A couple of months passed, then fortunately David met Leigh Hicks of Combe Valley Campers in East Sussex (www.combevalleycampers.com). "I got in touch with Leigh in 2014 through a friend of a friend," explains David, "he's been working on Volkswagens for many years, so knows them inside and out, and agreed to help. With us working side by side, he led me through Binky's complete re-assembly.

"I do the clean side of things," laughs Leigh, "upholstery, electrics, conversions and so on. I reasoned that people can usually get bodywork done, an engine rebuilt or the suspension replaced, but they'll often then need someone to put things back together and source hard-to-find pieces once the rust is repaired and the paint is applied." The guys worked on Binky every weekend for the best part of a year. "David had actually started in

A new roof canvas was installed, not because the original wasn't useable, but because its colour scheme of brown and orange would have clashed terribly



It's refreshing to see a Camper wearing standard steels and hubcaps, even more so when it's sitting at factory height, and with the proper Commercial tyres

"What colour is that?" is a question David's getting very used to answering. But now we've told you it's Fiat Ye Ye Green, you won't have to ask him, will you?

business with me doing part-time upholstery work on my projects, so we collaborated on his Camper," continues Leigh. In fact, David is now in the process of changing jobs to build up an upholstery business into his full-time career. You can email him on info@davidpowellupholstery.com if there's a trimming job you'd like to discuss.

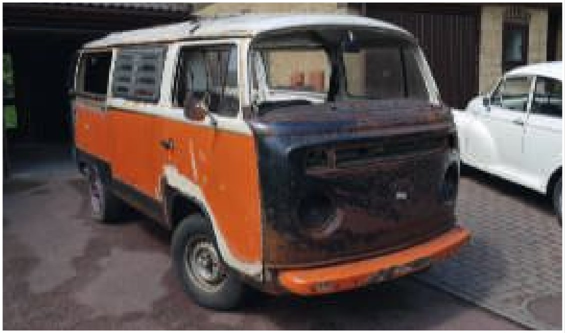
The more I stand looking at David's finished Camper, the more something strikes me as unusual about it. Finally, I put my finger on it. It's ages since I saw a restored Type 2 that wasn't lowered at least one or two notches. It's like seeing a Beetle with Fuchs – it's such a popular modification, you almost forget they weren't built that way. "I definitely wanted a stock Camper – no lowering or a souped-up engine," says David, and I have to admit it really is a refreshing change to see one looking so original.

Not that the Camper is completely as it left the factory, mind. "I put on a brake servo sourced from VW Heritage and we fitted new brake parts all round. Obviously, it had discs on the front from the factory. Otherwise, though, it's really a standard Bus, except for the

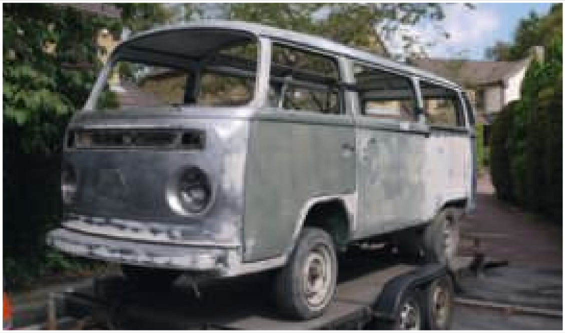
> "no real idea of how to progress from there"

You could eat your dinner off that – although then you'd get a smack from David since he's spent many hours getting it cleaner than a fastidious cat's *derrière*

FOR SALE: UNFINISHED PROJECT



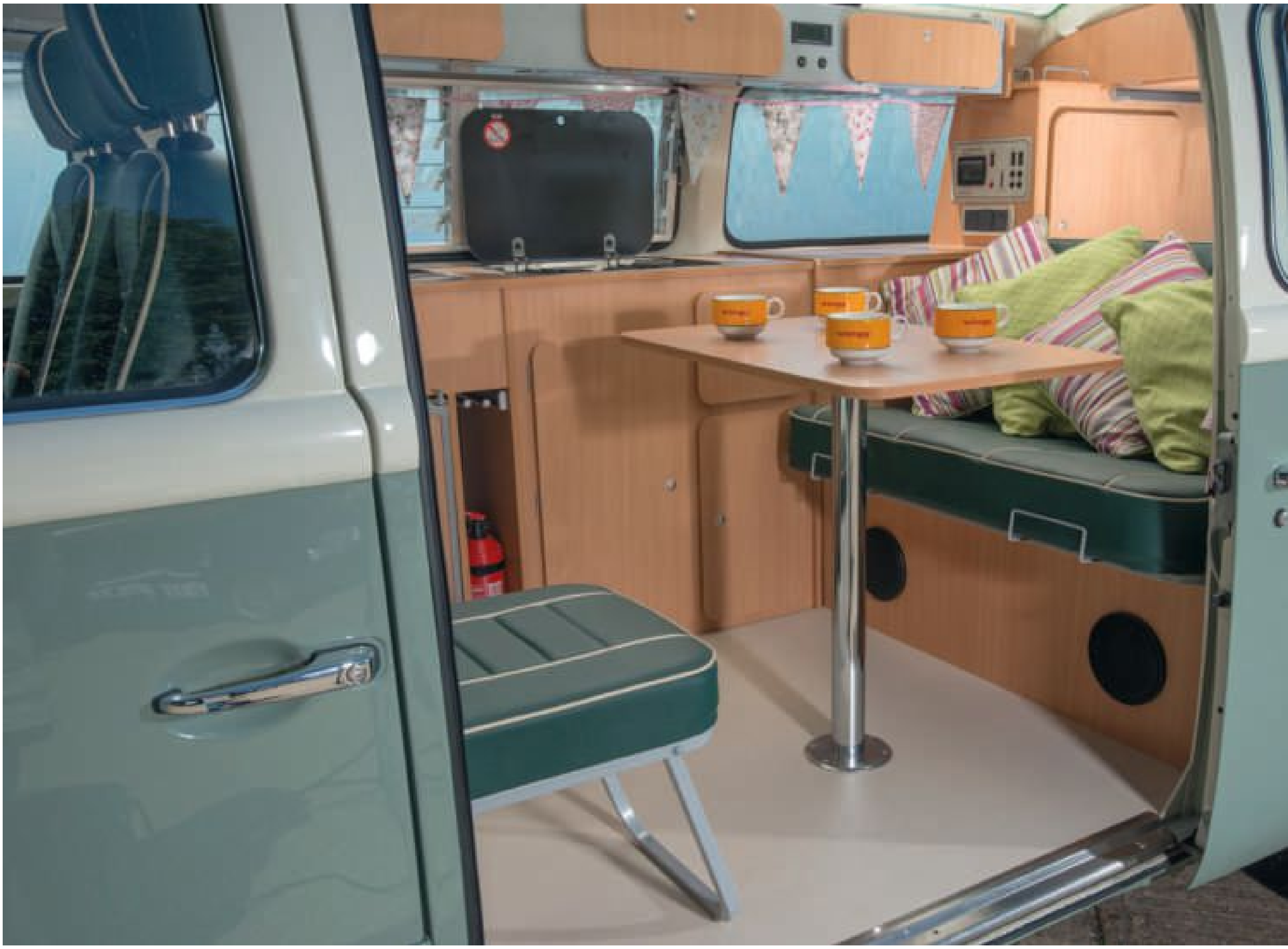
When bought, 'Binky' wasn't looking its best, but David wanted a project and some of the hard work of rust repair had already been done



Progress is being made. Binky is now paint and rust free and part-way through the prep stage

In order to get to those hard-to-reach places, we recommend a sturdy spit roast frame – it's far more fun than getting all that dirty muck in your face and eyes

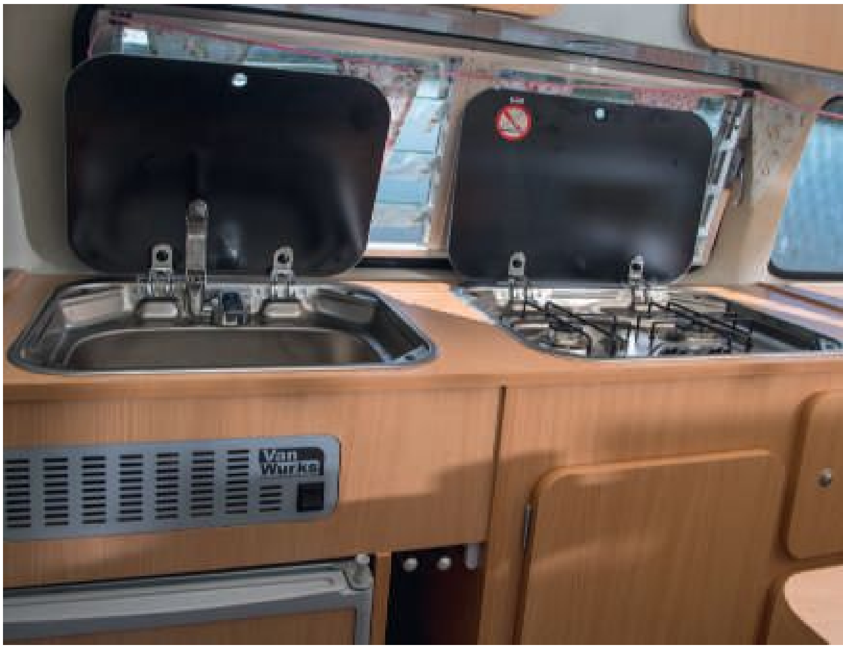
One advantage of this Camper was that it had been mechanically well cared for. A good service was all the original 1600 twin port needed



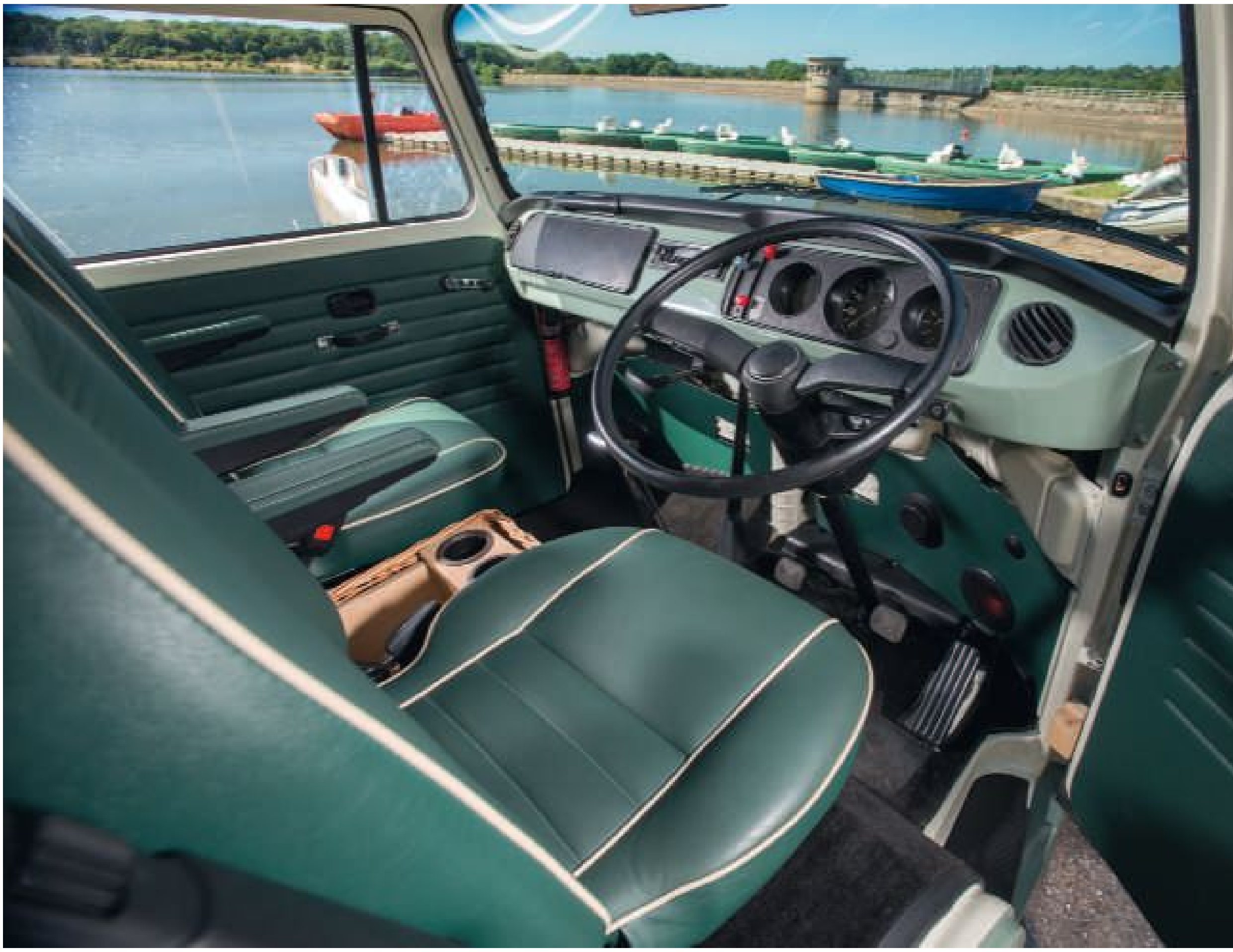
^ Classic 2 interior by VanWurks, installation by Combe Valley Campers, coffee cups stolen from Wimpy burger bars throughout the 1980s…

^ Handy extra 'buddy' stool folds out of the way when not in use

> PMS3H power management system means the voltage in Binky can be switched between 12 and 240V at will to allow any household appliances to be used. Sensibly, the panel is located within easy reach, so no having to unpack anything, or groping around in the dark if a fuse should ever blow



^ If you're anything like me when it comes to cooking, you insist on a source of water right next to the stove. The VanWurks installation makes great use of available space



Reasoning it was where he was going to be spending a lot of his time, David splashed out on a pair of Newton Commercial's super comfortable Captain's Chairs, then re-trimmed them himself in green leather

It's thirsty work owning a Type 2, so you'd best be prepared with some suitable drinks holders

inside." The interior that's now fitted is one of the real highlights. "I didn't have any interior with the Camper when I bought it, so I wasn't tearing out anything original," explains David. "I wanted a Camper that was good looking and useable, so I bought a whole interior from Vanwurks in Manchester (www.vanwurks.co.uk). I'd seen examples of their work at shows, and they offer a range of complete, off-the-shelf kits. I chose the T2 Classic, with additional lighting shelf, and the whole lot arrived at Leigh's place on a pallet in four pieces and we had it installed in a couple of working days. So that part of a Camper rebuild at least is totally achievable."

"David is now in the process of changing jobs to build up an upholstery business"

Leigh then went through the electrics, repaired the main wiring harness where necessary and installed a 240V leisure battery system.

David didn't scrimp when it came to the front of Binky either. "I wanted seats that were comfortable and safe, so the front seats are Captain's Chairs from Newton Commercial, trimmed in green leather. The rear seats were then done to match. We had to drill a few mounting holes, but otherwise it all went in very well. We also fitted a roof locker and Leigh restored the pop-top mechanism and installed a new roof canvas – the original one was orange and brown so it needed a green and white one to match the exterior paintwork. Leigh also added a new headlining with insulation to stop it sounding tinny and prevent condensation forming.

"I then found a modern radio, but it was too big for the aperture and Leigh immediately threatened to kill me if I started cutting the now mint dashboard, so I found a working period radio to fit the gap and the modern one fits nicely in the glovebox."

Matching numbers

David and Leigh also replaced all the suspension and running gear, adding new bushes and lines throughout. Under the engine flap is the original 1600cc engine and four-speed gearbox that was first fitted in 1978. "The engine was sitting in the back when I bought the Bus, and I wasn't overly concerned since I know it's easy enough to pull it out again if there

“If I’m honest, when I first drove it I was terrified”

A glorious hot sunny day and a like-new 1978 Type 2 on a quiet road by a lake – there’s a thought to warm you on a cold winter day

is a problem.” The Camper must have led a fairly easy life, as David explains: “The main part of the engine was found to be okay. It didn’t even need a rebuild as such, they just gave it a good clean and replaced all the service parts, as well as putting in a new oil cooler and push rod tubes. I put on a new alternator, carburettor and exhaust, reasoning that if I had bought a reconditioned engine I’d have had to buy and fit all those parts anyway. I also had all the tinware blasted and powder coated in black before the engine went back in.”

Binky was finally back on the road in 2015, but then came another hurdle. “Although I’d always wanted a Volkswagen Type 2, the day Binky passed the MoT was the first time I’d ever actually driven one,” admits David. “I’ve made a lot of new friends since getting the Camper on the road – people just come up and talk to you. Years ago, I had a Triumph Herald and that was a conversation starter, but nothing like the Volkswagen is.”

“I think Debbie would divorce me if I tried to restore another one!”

After David had run the Bus for a few months, Neil Oakley at Lite-Steer (www.litesteer.com) tuned the engine and set up the reconditioned steering box. “If I’m honest, when I first drove it I was terrified, and I found going from third to second gear really hard to do. So I had added a Scat gear shifter, and Neil also tweaked that, which really helps with gear changes.”

David and Leigh are justifiably proud of the time and effort they’ve put into Binky, and the enjoyment David in particular is getting from her / him, er, it. “The main thing is David spent his money in the right places,” adds Leigh, “and with companies who have a good reputation because they offer quality products. I’m chuffed to bits with it in all honesty. It came out even better than I ever expected it would.”

“It was definitely a family affair,” says David. “In addition to the guys I’ve mentioned, my dad helped me collect the Bus and ferried it about on a trailer behind his 4x4 pick-up. My brother helped, too. In fact pretty much everyone in the family chipped in and assisted at some point. It’s not a full custom Bus, and not a concours restoration, it’s just been finished how my wife, Debbie, and I want it. Hopefully, the small modifications aren’t really obvious, unless you know your Volkswagens inside out.

“If I did it again, of course there are things I’d do differently, but I think Debbie would divorce me if I tried to restore another one! But if I did, I might build a lowered one I suppose… Leigh was all but in tears when he heard you wanted it on display at The *VolksWorld* Show,” smiles David, “and us all seeing it there made the whole process worthwhile.” ■

Here’s proud owner, David, pretending to enjoy a cup of tea, but we know the cup is actually empty – there’s no time for relaxing on a *VolksWorld* photoshoot!

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Chrome roof gutter trims

We had these trims already available for the Beetle and type 3 as part number # 00959, today we add the trims for the VW Bus and the Ghia.

# 04637

Beetle tail light bulb holder

This new Beetle tail light bulb holder is available separately from now on.

# 22478

Center cap without speedo hole

We already had this part for the left hand side with speedo hole as # 22477, today we add the right hand side cap without the center hole for the speedo cable.

# 04727

Red tail light assembly

This is a different tail light assembly than we are used to see in Europe, the turn signal has the same color as the break light, it is red instead of orange.

# 06130

Beetle outer door skin

These panels are originally for the Brazilian Beetle doors, they are different from the German or Mexican model. Read the instructions in our webstore.

# 09771

Classic wooden steering wheel

This EMPI steering wheel is an alternative for the iconic GT wheel, it looks more robust though.

# 04320

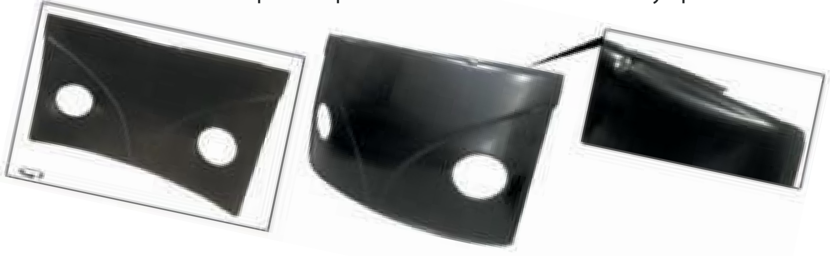
A-quality tie rod end

FEBI is renowned for its partnership with Volkswagen, most parts in the Paruzzi webstore are already from FEBI. Today we add this A-quality tie rod end.

# 23695

Front panel without turn indicator holes

The main difference between the front panel of the Bus before 1963 and after 1963 are the holes for the turn signals. Before the availability of this new panel you needed to close the holes of the late Split Bus panel to install them on the early Split Bus.



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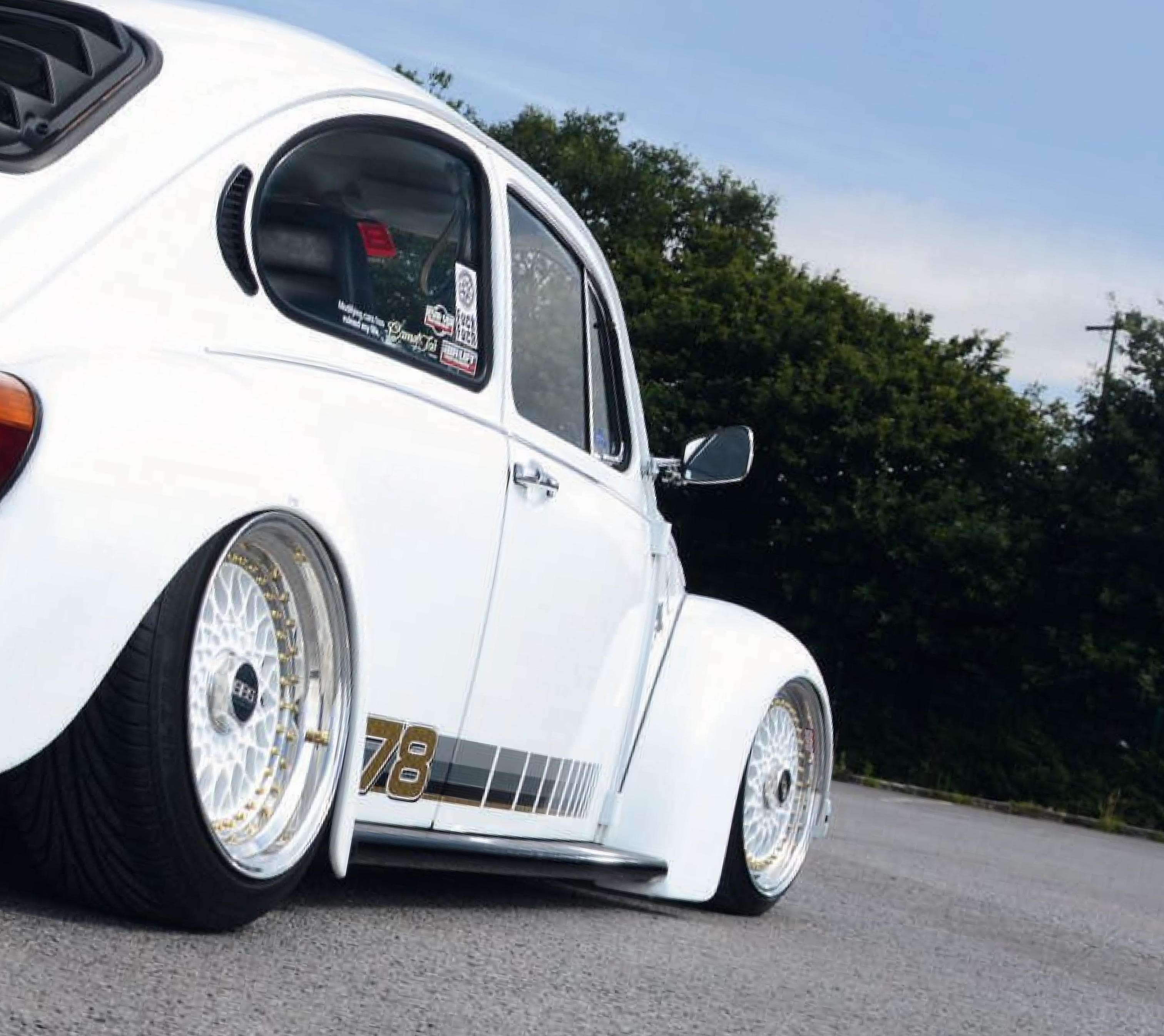
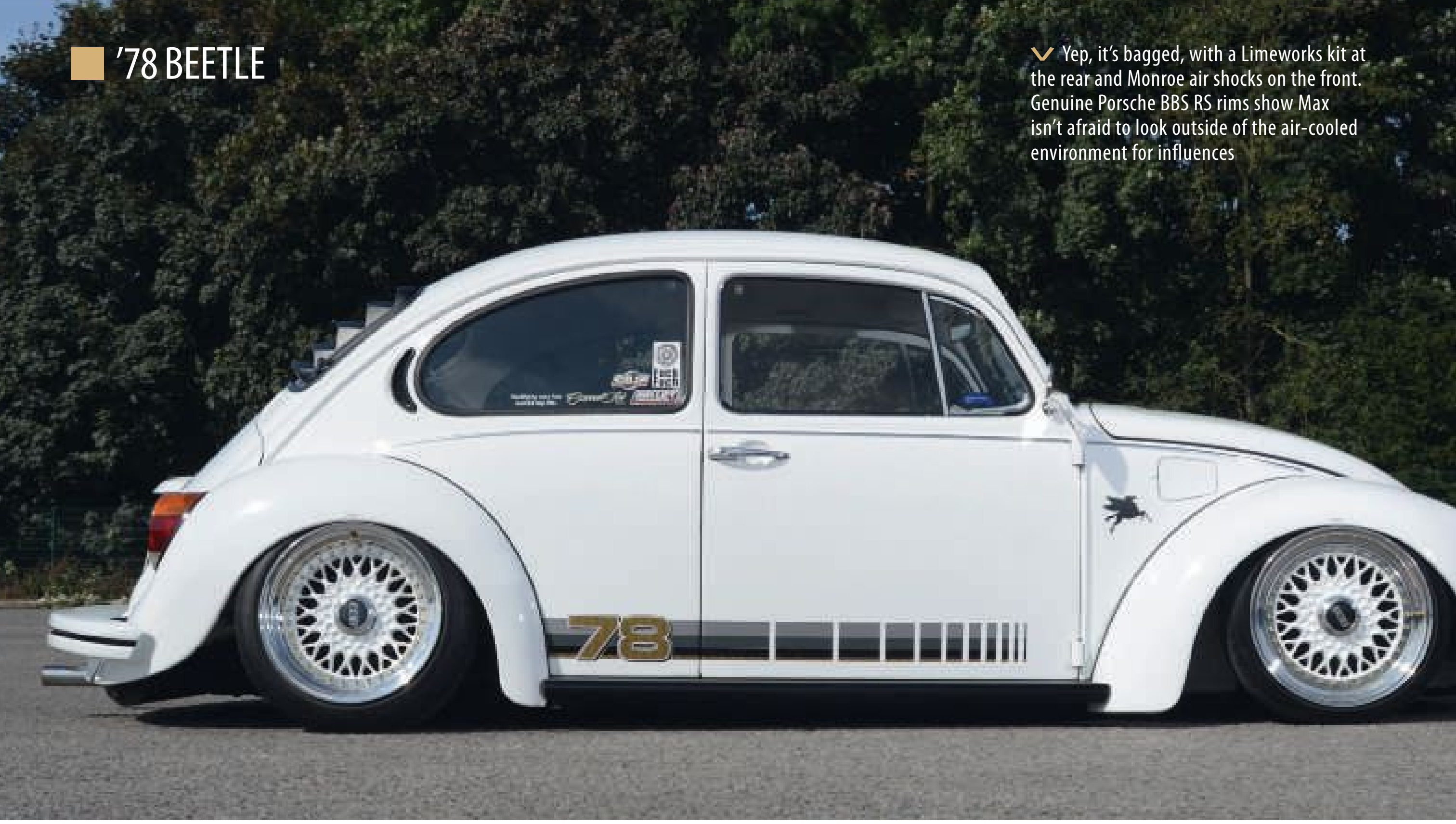
Hot cross Bug

BBS rims have never really made the crossover from the water-cooled scene, but when you see how good Max Edwards' late model looks, it's hard to understand why

Words and photos Jon Cass





Yep, it's bagged, with a Limeworks kit at the rear and Monroe air shocks on the front. Genuine Porsche BBS RS rims show Max isn't afraid to look outside of the air-cooled environment for influences

22-year-old Max Edwards is the talented man behind Rugeley, Staffordshire-based EVA Restorations, and it comes as no surprise his own air-cooled show piece is something a little bit special, so when he offered us the opportunity to take a closer look at his '78 Bug, we were there like a shot.

Despite his tender age, Max has had air-cooled VWs in his blood pretty much since birth. Not only was his dad involved with restoring and modifying them, his grandad before that was, too. "They were working on Beetles in the '80s, but then stopped for a while, and my dad got back into it all again around 10 years ago, along with me," Max recalls.

This '78 is actually Max's first car, and the one he says will always stay with him. "People that know me know I change my daily drivers a lot, and as well as other air-cooled VWs, I've also driven about in BMW E30s, E28s, Porsche 924s, a Lupo GTi and, er, a Mk3 Golf diesel," he smiles, "but the '78 is the car I passed my test in, and also used to commute a 130-mile round trip to college each day in, so it's fair to say I have a soft spot for this car."

> "it all had to be done to a factory finish"

When Max first picked up the 1200L model in 2011, it was still standard and wore its original silver paint. "It's one of the final batch of Last Edition, right-hand drive, German-built Beetles. It was actually built in 1977, but not registered until 1978," he explains. "It was a solid enough but tatty-looking car that hadn't been messed around with, though the interior looked like it had been housing a bear." Although he admits an earlier car would have been more desirable, Max was on a limited budget at the time and, by his own admission, a late car was all he could afford. "It had covered less than 60k at the time, it had never been welded and still had its original engine, so there was plenty going for it," he adds. "When this came up for sale, I'd just won a very similar '77 example on eBay, which turned out to be a real nail, so this one was a welcome sight after that."

Addition and subtract

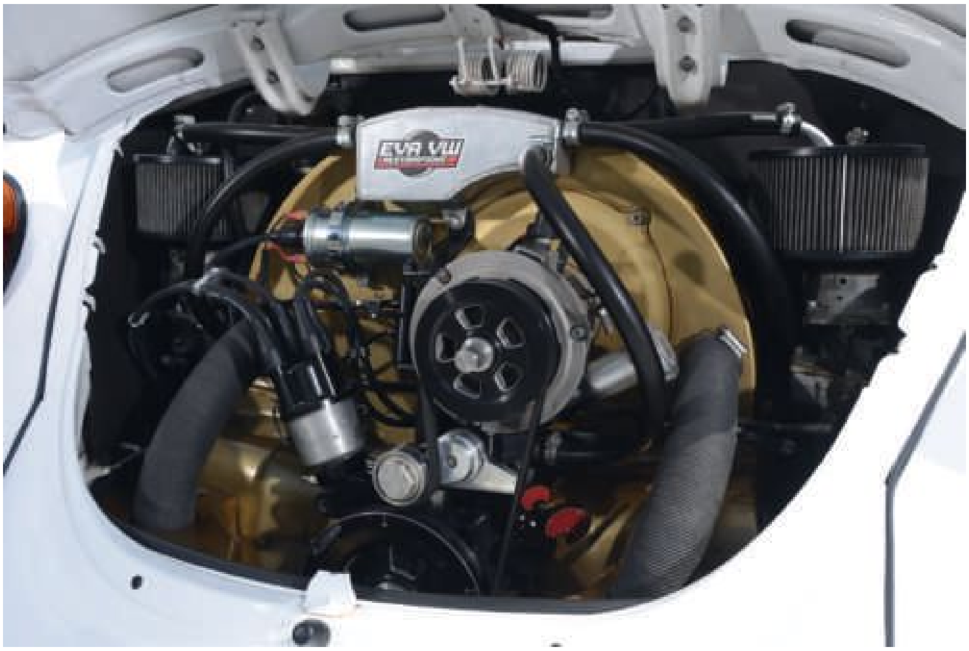
From the outset, Max had no intention of keeping his Bug standard and, within a few months, it had dropped spindles, front disc brakes, Porsche 2.0-litre wheels, Porsche seats and a set of stripes. Other additions along the way including massive spotlights, a Kamei spoiler and overriders, though some of those have been and gone from this rolling project car.

After a few years serving as Max's daily driver, the '78 was beginning to look a little sorry for itself and was only just passing its annual MoT test by the skin of its teeth. "It really needed a good going over if I was planning to keep it long term, so I made the decision to take it off the road after Bug Jam 2013 and strip it down," Max explains. "Initially, I didn't plan to take things as far as I would, but as I began working on the car, I knew it would be done to a higher standard than you'd normally expect for a daily driver."

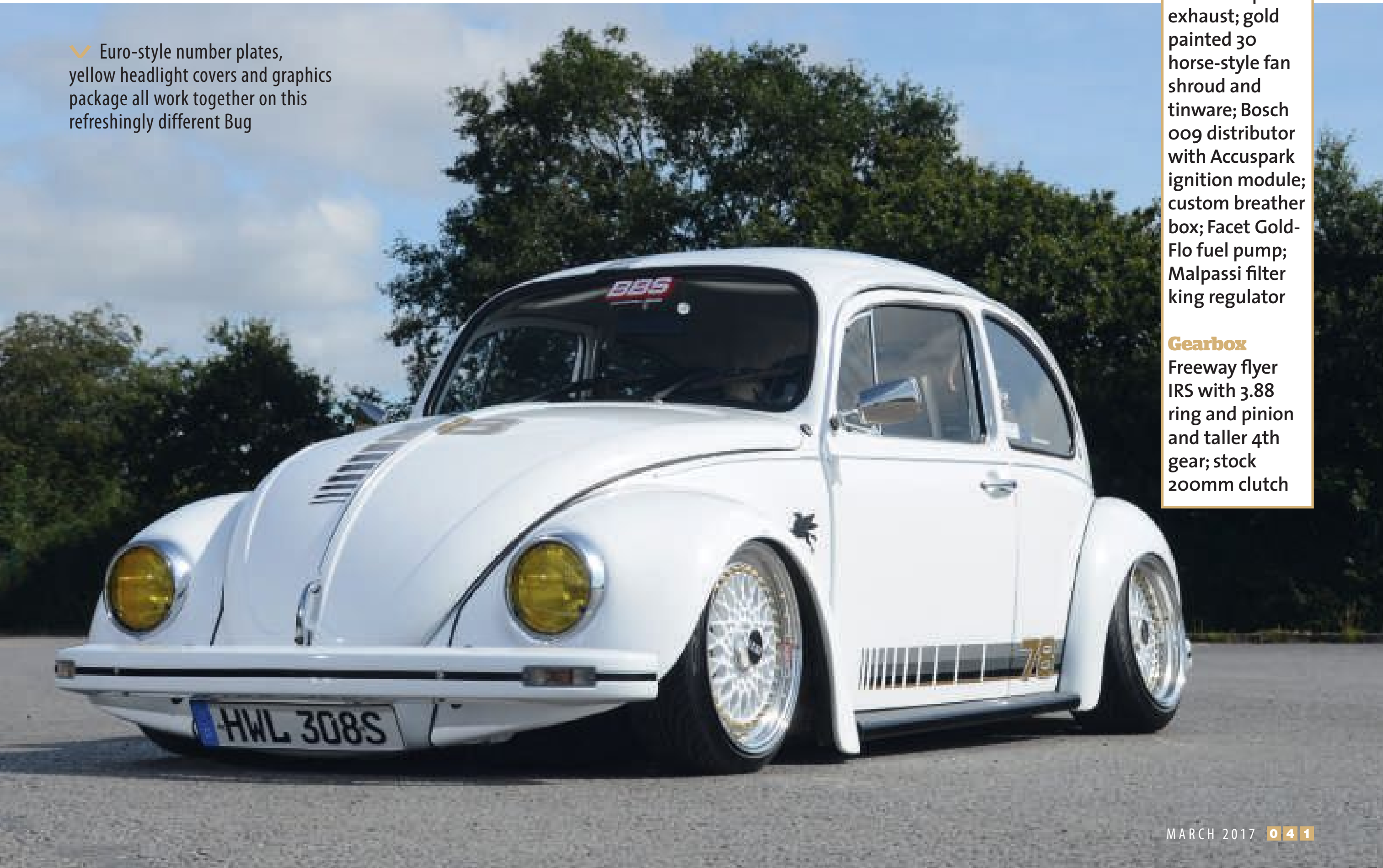
As work progressed, Max's desire to complete all aspects of the build to show standard became apparent. "All the welding on the floorpan I carried out in factory style, paying attention to seams and spot welds," he explains. "I just hate being able to tell something has been repaired, so it all had to be done to a factory finish."

You may remember this car on gold Porsche twists, but the 16-inch BBS RS, detailed with gold bolts and polished lips give the Bug an entirely different look

> **"It had covered less than 60k, had never been welded and still had its original engine, so there was plenty going for it"**



Engine is a mild 1641 with Engle 110 cam, 1.25:1 rockers, twin Kadron carbs and MST serpentine pulley kit. Gold tinware picks up on details elsewhere around the car



Euro-style number plates, yellow headlight covers and graphics package all work together on this refreshingly different Bug

TECH INFO

Car
1977 ('78 registered) 1200L Last Edition Beetle, resprayed Ral400 white with colour-coded bumpers; rolled and stretched rear wing edges; Auto Plas rear window visor; polished alloy running boards; Lucas yellow headlight covers; clear front indicators; custom vinyl graphics

Engine
1641cc Type 1; Engle 110 cam; straight cut cam gears; Scat 1.25:1 rockers; dual valve springs; twin 40mm Solex / Kadron carbs; MST serpentine pulley kit; Vintage Speed stainless sport exhaust; gold painted 30 horse-style fan shroud and tinware; Bosch 009 distributor with Accuspark ignition module; custom breather box; Facet Gold-Flo fuel pump; Malpassi filter king regulator

Gearbox
Freeway flyer IRS with 3.88 ring and pinion and taller 4th gear; stock 200mm clutch

Everyone else might want snowflakes and hearts, but Max digs his big ole elephant's feet

While the Bug was dismantled, Max decided to convert it to IRS at the rear and install a two-inch narrowed beam to not only improve the looks, but also the Beetle's drive, too. The floorpan and all the running gear was blasted, zinc undercoated and powder coated, then the body itself was blasted and painted everywhere. "I wanted it to be stonechip and underseal free," he laughs.

We should point out at this juncture that dad stepped in to help out with the pre-paint shop bodywork, and we're told he's pretty talented with filler, not that there was much need for his talents on this car, of course!

Wise decision

A colour change was never part of the original plan, but just a few days before the car went for paint Max decided to go for white instead of silver, and looking at the end result, you can't argue he made a wise decision. In addition to the fresh paintwork, the '78 decals, yellow headlamp covers, alloy running boards, Auto Plas rear window louvre and body-coloured bumpers all blend well together and suit the exterior look of Max's late model perfectly.

By the time Bug Jam came around in 2014, Max's '78 made its return to the road, though initially it wore a set of Porsche twists and had lowered static suspension. Since then, it's gradually evolved into the car you see today, with a full air ride set up and genuine 16-inch Porsche 930 Turbo-spec three-piece BBS RS rims which, truth be told, are the bits that make this Bug truly stand out from the crowd. "My mates all drive around in modern stanced and bagged cars, so I guess I took some inspiration from them, combining my favourite aspects of both water-cooled and air-cooled VW show cars around today." The air ride set up comprises a Limebug kit at the rear and air shocks up front, all controlled by an Airlift 3P management package, which allows the car to be raised and lowered by Max's 'phone – something he's found a great bonus for shamelessly showing off at meets and shows! The wheel lips just touch the edge of the wings when the Bug is aired out over its slightly stretched tyres, yet Max reckons it handles a treat on the road, with only the occasional framehead knock on speed bumps.

Three figures

Like the rest of the car, the running gear has seen its fair share of evolution, too. The original 1200 engine made way for a 1300 Max built a while back, and in turn that was stripped down and rebuilt into the 1641cc unit the car has today. There's an Engle 110 cam, straight cut cam gears, Scat Pro-comp 1.25:1 rockers, dual valve springs, Kadron carbs and a Vintage Speed exhaust to all help give a little more oomph. "I built the engine in my shed over winter and fitted it on my driveway in the snow," Max recalls.

"My mates all drive around in modern stanced and bagged cars, so I guess I took some inspiration from them"

Inspired by the water-cooled crew he hangs out with, Max decided to display, rather than hide, his air ride install. That black box behind the polished air tank is the combined ECU / manifold, with Bluetooth capability

You might not think it sensible, but check out just how well those wheels fit in the 'arches. Rear wing edges have been subtly modified to facilitate the look, and the tyres chosen to give just the right amount of stretch. Did you notice the subtle, motorsport-influenced tyre pressure graphics on each wing?

TECH INFO

CHASSIS
New Wolfsburg West 'pan halves; converted to IRS; 2-inch narrowed front beam with custom shock towers; VW front disc brakes; Limebug rear air ride kit; Monroe air shocks; re-drilled hubs to Porsche PCD

Wheels
Porsche 7.5 and 9 x 16-inch BBS RS three-piece split rims with gold bolts, polished lips and colour-coded centres; Nankang NS2 tyres

Interior
Porsche 964 electric front seats; basket weave cover on stock rear seat; air tank and compressor behind rear seat; Hurst Saf-T-Trigger shifter, Auto Meter tach and shift light; GT centre console fitted with Airlift 3P controller; '79 Porsche 924GT steering wheel; DAB stereo head unit with six-inch speakers in kick panels

GT centre console has been trimmed and now houses the four way adjustable Airlift 3P digital controller. This clever system also allows Max to control his car's ride height remotely from his equally clever telephone

"I've pushed the car to read three figures on the speedo a few times, so it's quick enough for a Beetle!" Open the engine cover and it looks the part too, with gold tinware, an MST serpentine pulley kit and a custom breather box all on display.

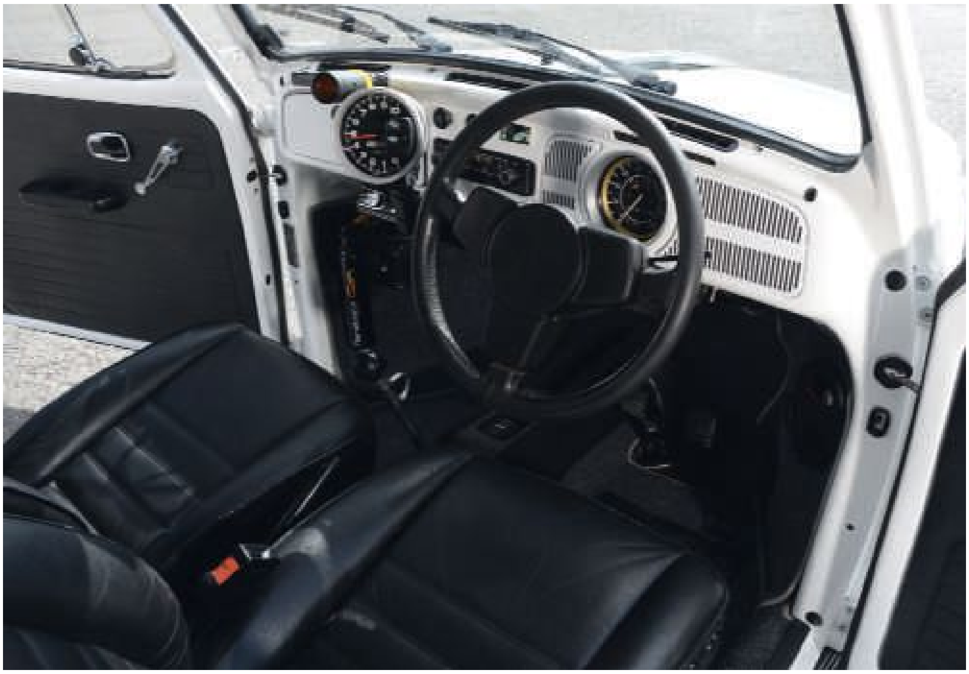
Once inside, only the door cards and rear seat remain from Max's previous restoration efforts. "I bought a black basket weave cover kit at Dubfreeze in 2011 to freshen up the very tired original interior, but the electric Porsche 911 front seats fitted now are a world apart from how the interior used to be." The genuine Hurst Saf-T-Trigger shifter, Auto Meter monster tach with shift light and steering wheel from Max's old '79 Porsche 924GT spice up the interior further, while a carpeted centre console from a GT Beetle makes a neat place to store the Airlift 3P controller. In case you're wondering where the rest of the air ride system is located, the air tank and compressor are behind the rear seat to keep the space available up front for regular bags.

Vintage Speed Super Flow exhaust is a good choice on a car that sits this low as it offers performance without compromising ground clearance

Positive attention

It's only in the past few months that Max's creation has returned to the streets in its current guise, but to say it's gone down well at shows is something of an understatement. "I attend a lot of modern German car shows that focus on stance, wheels and clean installs more than anything else, and my Bug always receives positive attention at these types of events, just as much as it would at an air-cooled event," he explains. "A fair few people have told me it's their favourite Bug, and even more have mentioned they don't like Beetles at all, but they make an exception for mine. I never built the car to win awards, or other people's respect, but it does mean a lot when I get so many positive comments about it."

Despite being so well received in its new look, Max says he's still likely to make a few changes when time allows. "There's always some way of making a car look cooler, and go faster. The white paintwork is ideal as a blank canvas, so maybe a '70's / '80's Porsche-style livery with a different vinyl design will transform it again one day. But as it sits now, my Bug is much nicer to drive



Porsche-inspired interior includes a steering wheel from one of Max's previous 924s. Notice the gold detailing around the speedo and The *VolksWorld* Show display car plaque on the dash, too

Prominently mounted Auto Meter monster rev counter and shift light come in handy at those traffic light sprints!

Auto Plas louvre in black contrasts well with the white paintwork and screams '70's retro

> “maybe a '70's / '80's Porsche-style livery will transform it again one day”

than a standard one, and far more driveable on today's roads. It can keep up with my mates in their jumped-up modern cars, and it doesn't wear me out or deafen me on long journeys.”

Given everything Max has said, and his obvious affinity for this car, it's safe to assume this '78 will remain on the show scene for a long time to come yet, and will most likely continue to evolve as well, though for now his EVA VW Restorations business (tel. 07528 548755) is keeping him well occupied. “If I ever get the opportunity, I'd love to modify an air-cooled 911, or I have a vision for a late Type 3 Fastback or Notchback in Iberian Red – totally stock and restored to a high standard, but with air bags and tasty three-piece wheels, or maybe original steels made to fit BBS hardware. Who knows?” Already you can tell this potential project has been given some serious thought and, should that day ever come, we have confidence in Max bringing it to reality. ■

Thanks

My dad for helping me with various bits through the build, and for his bodywork skills; Simon MacNamara and Jess; John Walklett for the gearbox build

Graphics are a nod both to the car's year of registration, and the '70s in general, embracing rather than trying to disguise the late model vibe

Porsche 964 front seats are electric and add a touch more luxury inside than the old basket weave VW chairs ever afforded

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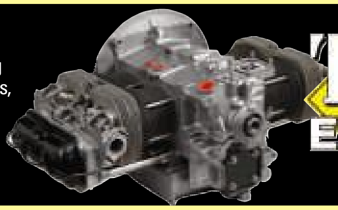
TES ENGINES

SILVER ENGINE *DIY PRICE: £849*

Our basic engine: reground crank, new main, big end/small end and cam brgs; **new** valves, springs, barrels, rings, pistons, oil pump, plugs, seals and gaskets. Crack-tested heads and crankcase; refaced flywheel and seats.



GOLD ENGINE

This engine features everything offered by the 'Silver' engine but with the addition of brand new cylinder heads, making this a nearly new engine.

DIY PRICE: £1025

BIG BORE RED ENGINE *DIY PRICE: £1125*

These are high-performance alternatives, built to 1641cc. Assembled with the same new components as the 'Silver' engine, but fitted with big bore barrels and pistons, brand new cylinder heads **and** a new 009 distributor. Built to run on unleaded fuel. Exchangeable for 1300 or 1600cc.

GREEN ENGINE *DIY PRICE: £1075*

The same specification as the 'Gold' engine but this one also has a 009 distributor fitted.

SUPER GREEN PLUS *DIY: £1,449*

Not only benefits from the 009 distributor, but also features a brand new crankcase. This must be the ultimate 'standard' replacement engine. Both Green engines run on unleaded fuel.

BIG BORE PLUS

As above, but built with a brand new crankcase.

DIY PRICE: £1,499

BIG BORE SUPER STREET

Same specification as the 'Big Bore', but fitted with a fast road camshaft.

DIY PRICE: £1,225

BIG BORE SUPER STREET PLUS

Built to the same specification as the 'Super Street' engine, but fitted with a brand new crank case.

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DIY PRICE: £1,599

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Built for performance in three engine sizes to suit your pocket. Please enquire for specification details of these engines.

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1384cc BIG BORE for 1200cc

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New: main/big end bearings, valves, guides, springs, barrels, pistons, rings, small ends, oil pump, plugs, seals, gaskets; refaced flywheel; reground crank; crack-tested crankcase & brand new heads.

DIY PRICE: £1099

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DIY:£2,049

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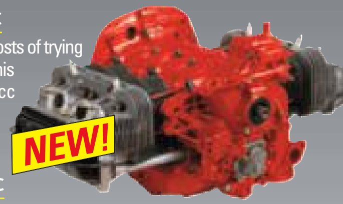
In exchange for your 1700/1800. Avoid the heavy costs of trying to fit a 2·0 ltr. engine into a 1700/1800 bay by fitting this 1910cc upgrade. As Transporter 1·7 (left), plus 1910cc big bore barrels/pistons and a fast road cam.

DIY PRICE: £2,299



NEW!

BIG BORE TRANSPORTER 2400cc

In exchange for your 2000. As above, fitted with 2·4 litre barrels/pistons and a fast road cam.

DIY PRICE: £2,399

WATER-COOLED TRANSPORTER 1900-2100cc ('83-'90)

New: main/big end bearings, valves, guides, springs, barrels, pistons, rings, small ends, oil pump, plugs, seals, gaskets; refaced flywheel; reground crank; crack-tested crankcase and cylinder heads.

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BIG BORE WATER-COOLED TRANSPORTER

In exchange for 1900cc. As 1·9 (left) but with 2000cc pistons and liners, and new heads. *DIY: £1,899*

In exchange for 2100cc Injection. As above but fitted with 2200cc pistons and liners, and new cylinder heads.

DIY PRICE: £1,949

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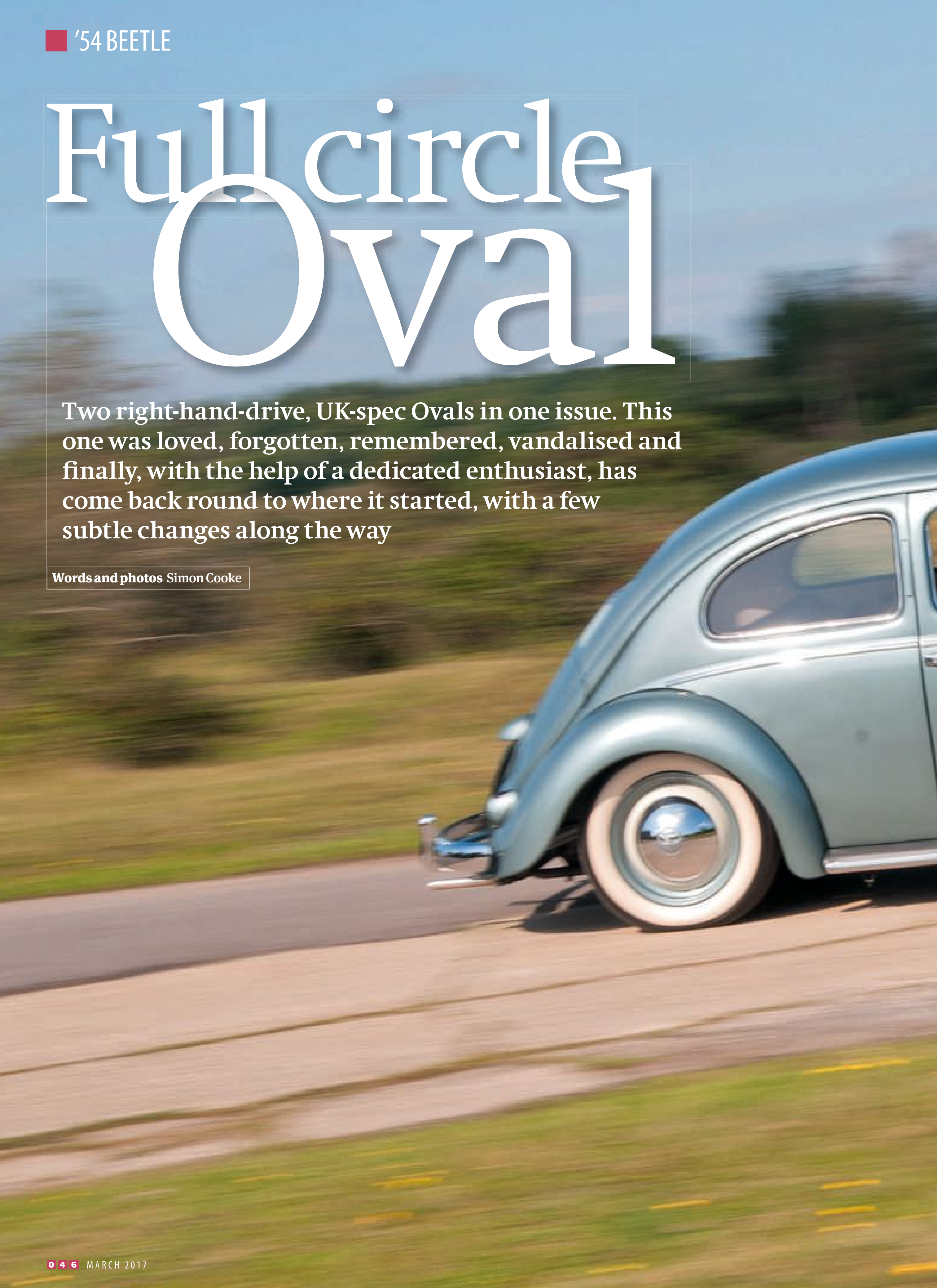


Full circle Oval

Two right-hand-drive, UK-spec Ovals in one issue. This one was loved, forgotten, remembered, vandalised and finally, with the help of a dedicated enthusiast, has come back round to where it started, with a few subtle changes along the way

Words and photos Simon Cooke

I first met Martin John a few years ago when I featured his immaculate Split Screen Bus. At the time, he mentioned he was working on a Beetle project. Fast forward a few years to Beach Buggin' 2016 and his Bug only goes and picks up the award for Best Beetle. Time to re-establish communication and get his Beetle in front of my cameras.

So, had Martin always dreamed of owning a Beetle? "Not at all," he replies. "We went to VW Action about four years ago and my daughter saw one and said she really wanted one." So Martin started doing some Bug research. "I did find a '57 Oval for sale on eBay, so it must have been one of the last ones as they were only produced from 1953 to '57," he explains, "but it turned out that, although it was a '57 'shell, it was fitted to a '58 floorpan, and I wasn't going to spend that amount of money – it was up for £15,000 – to end up with a car that wasn't the genuine article, or might cause problems if I ever came to sell it." So he passed on that one, and eventually found the '54 you see here, which he has since christened Betty.

First, let's get some of the background story out of the way. The car was originally bought by a Mr. Baker from a dealer in the north west of England and was then serviced by Ted Gill at Cameron Motors from 1955 to 1972. Martin has tracked down Ted and spoken to him, which is why he knows so much about the car's history.

When Mr. Baker died, his wife offered Ted the car and it was used as a company runabout until it suffered an engine fire in 1974 and was parked up in a local lock-up garage. 12 years later, Ted 'discovered' it again when the lock up was demolished.

Gang warfare

"It was very much the worse for wear by then as the garage roof had been leaking," reports Martin, continuing, "the car was dragged out of the garage and, within an hour, a gang of local kids had smashed all the windows, dented most of the panels and set fire to the seats." Ted moved the now even worse for wear Beetle into a secure location where it sat until 2002 when Trevor Robinson (aka Trevorsbugs) bought it for £400. He carried out some restoration work before it was passed onto Rob Bircher, a talented VW fanatic, and that's when Martin enters the story.

"When I first saw Betty, she had been sand blasted and was basically a rolling 'shell with an engine," remembers Martin. "It scared the life out of me when I saw the condition she was in and the work that still needed doing.

> "it suffered an engine fire in 1974 and was parked up in a local lock-up garage"

TECH INFO

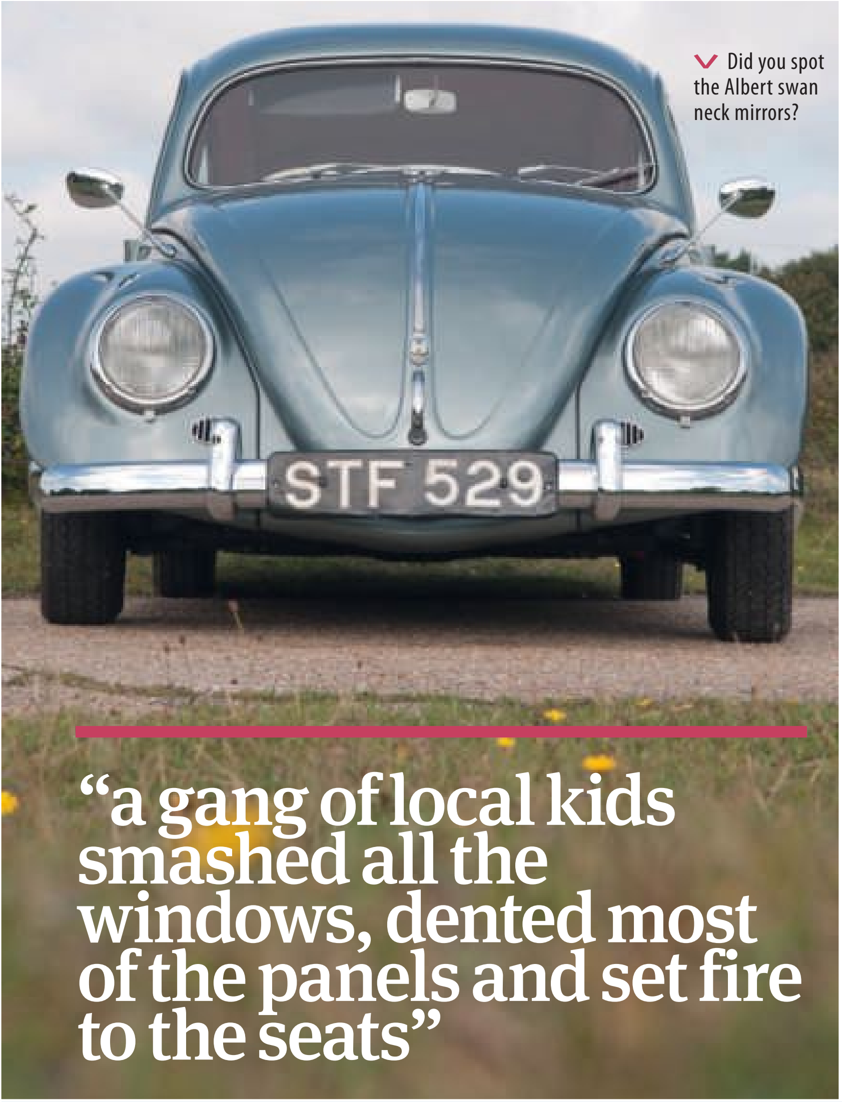
Engine
Stock 1192cc, 30bhp, air-cooled flat four; single Solex 28PCI carb; modified twin tailpipe exhaust to exit below valance (should be single exit on a '54); powder coated tinware; red HT leads

Suspension
Dropped spindles on original, restored front beam; one outer spline rear drop; stock length front and rear shock absorbers

Brakes
Stock refurbished drums all around, single circuit

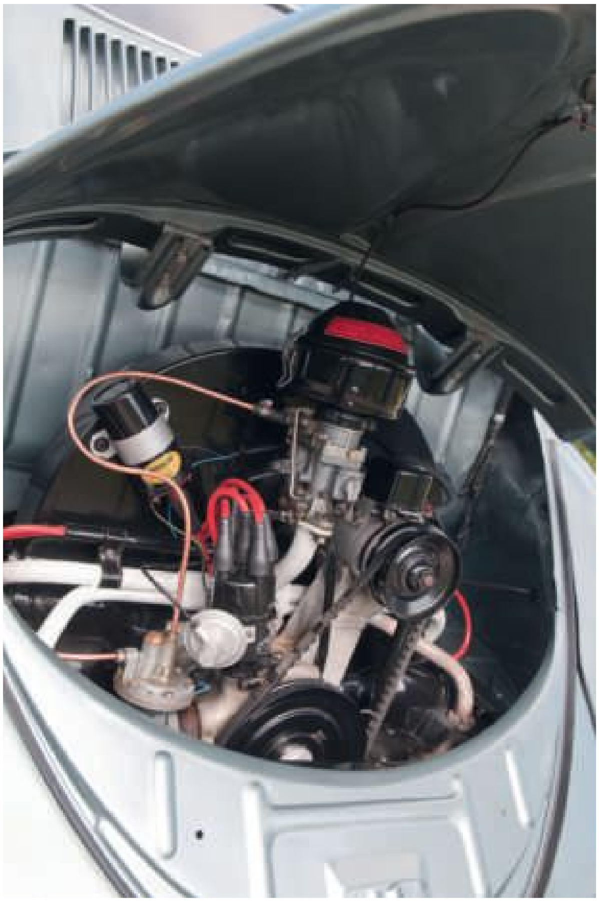
Wheels / tyres
Refurbished original 15in wheels with 165 whitewall radials all round

∨ This 1954 Beetle has been coated with L227 Strato Silver – a new coat to match the original colour scheme



Did you spot the Albert swan neck mirrors?

> “a gang of local kids smashed all the windows, dented most of the panels and set fire to the seats”



Just your standard 1192cc, 30-horse engine, as VW intended, albeit with red plug leads and a slightly later air filter. It’s actually a VW replacement engine, bought from the factory in ’57 when the original motor ate a piston

Note the non-factory engine lid stay, or piece of wood as we call it

TECH INFO

Car

1954 Deluxe Beetle, repainted in original L227 Strato Silver; Wolfsburg west running boards and covers; Albert mirrors

Interior

Red leather re-trim in original style; MadMatz grey square weave carpets with red inlays; TMI headliner; restored stock steering wheel

She had been fitted with new aprons front and rear, but the floor was still original. I had no idea how many miles she'd driven because the speedo had been vandalised and it would have cost me about £10,000, for basically just a rolling 'shell. That was way outside my budget.

"I was also concerned that the engine number didn't match up with the paperwork. Ted has since told me that in 1957 the engine had blown a piston and the owner was very upset and would not agree to it being mended, so they imported a new engine directly from the factory in Wolfsburg and installed that, which explains why the numbers don't match up."

Re-made in Essex

In the end, Martin reached an agreement whereby Rob would carry out the rest of the body repairs and have the car painted, then Martin would take over from there.

"Since that deal, it's emptied my bank account faster than an internet bride," he says with a nervous laugh. "Every weekend for about a year, I made a 300-mile round trip to Essex to work on the car. Rob also fitted a new wiring loom and got the engine running and I helped with the bodywork. We had a box of bits, but most of them were beyond redemption and that's when I started to realise how rare and expensive parts for pre-'55 cars are."

Martin and his wife, Karen, neither looking their age, just like their Beetle

They refurbished and re-used as many of the parts they had as possible, including the bonnet, steering wheel, gearbox, engine and wheels, and sourced a set of genuine replacement wings from a 1954 Beetle.

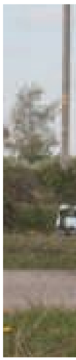
The front suspension is lowered using dropped spindles on the original beam, and the spring plates were turned just one outer spline to bring the rear down by a similar amount, so it can all easily go back to stock if required.

Thanks to neglect, and the efforts of the local bored teens, the inside of the car was a total mess, with almost nothing salvageable. "The seats should technically be Slate Blue, but the American spec option with Strato Silver – the car's original colour, incidentally – was red leather, and I felt the red gave the car a sexy look," says Martin. "We managed to use the original frames, and the seats were trimmed by a man who trims Aston Martins, while Mad Matz supplied and fitted the square weave carpets.

"Everything I've deviated from standard on this car can be changed back if I really want to," confirms Martin, although given how good it looks, it seems pretty unlikely that will ever happen.

Saving up

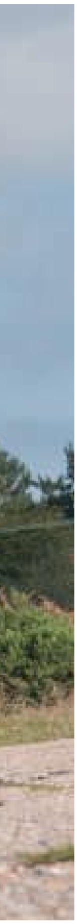
There was a problem with an oil leak from the engine to start with – since cured – and since the rebuild Martin has added red HT leads, and says he's currently saving up for a correct air filter, which he reckons is going to cost him



In October 1952, Beetle wheel size was reduced from 16 inch to 15. Note the tyres are not just real whitewalls, but radials too, 165s all round

Matching spare tyre under the bonnet is a nice touch

> "it makes all the right sounds for going fast, albeit with no noticeable signs of acceleration!"

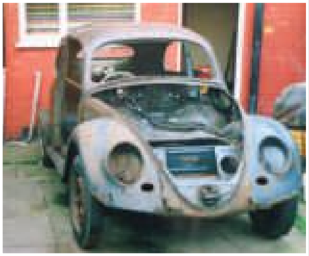


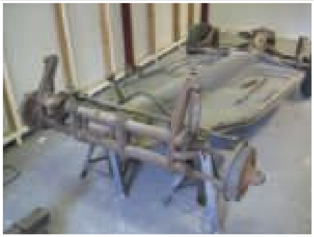
Everyone loves semaphores, except the idiots in modern cars who don't see them and think you failed to indicate

Original enamel bonnet badges in mint condition are hard to find these days. Fortunately, the aftermarket has a workable solution

THE BUILD

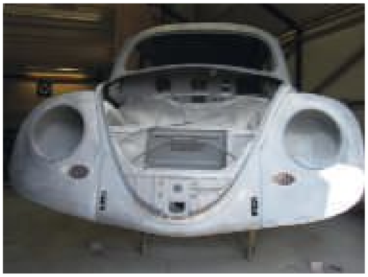
An engine fire in 1974 resulted in the Beetle being laid up indefinitely. It spent 12 years in a leaky lock-up garage before being re-discovered by the guy that put it there!

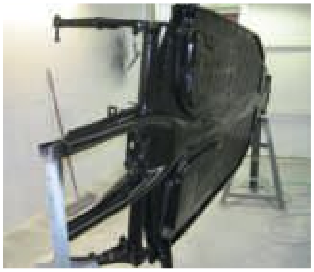




Oval floorpans are made of strong stuff. The only repair it needed was around the battery tray, though all the bolt-on running gear required refurbishment

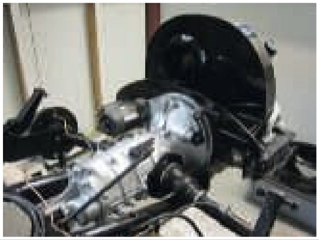
Rob Bircher completed all the body repairs to a very high standard, Martin helping out where he could with the preparation prior to paint

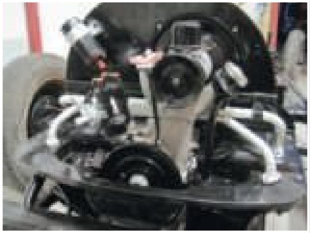




Floorpan was blasted, rust treated and given a generous coat of two-pack black

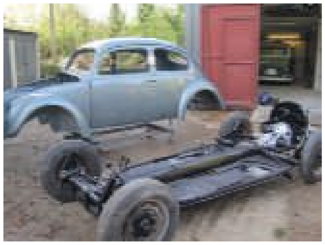
Gearbox is the original, just cleaned and detailed

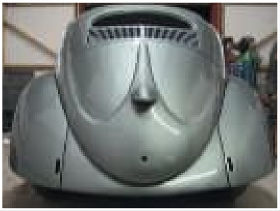




Engine is a replacement unit supplied by Wolfsburg in 1957

Just prior to the repainted body being fitted back onto its original floorpan





Note the rear valance has no exhaust cut outs, correct for '54, and both the rear wings and pope's nose are subtly different to a 'late' Oval

Despite the best efforts of a group of local yoofs who vandalised the car at one point, the original steering wheel has been beautifully restored

Note the luggage strips behind the rear seat that protect the carpets. Sadly, these were lost as Beetle production evolved

Check out that natty red leather – not the original colour, or material, but Martin wanted to sex up the interior

about £300. For the time being, he's happy to keep using the car with the post-'57 filter that's on it.

Martin says he can't reveal how much the project has cost him as his wife thinks it's only cost a couple of hundred pounds. She'll be doubly pleased then when she reads this and finds the car is valued for insurance purposes at over £15,000.

The most important question of all, though, is what is the car like to drive on the road? "People say a Split Bus is worse to drive, but I can now confirm that a Beetle takes the biscuit," replies Martin with a big grin. "Everything is a bit random. The gears are a lucky dip and, because it's on semaphores, people keep giving you rude gestures because they think you have not indicated. And don't even get me started on the brakes. They are single circuit, albeit with refurbished drums, and no servo assistance. If you stamp on the pedal with both feet, it might stop, eventually. Still, it makes all the right sounds for going fast, albeit with no noticeable signs of acceleration!"

Martin was kind, or stupid, enough to let me get behind the wheel of his pride and joy and, following a brief drive, I can confirm all of the above. All of which makes the car unsuitable for his daughter to learn to drive in, which, if my own experiences as a learner driver are anything to go by, may be a blessing in disguise. For now then, Martin just has one decision to make when he wants to go for a drive – Split Bus or Betty the Beetle. Which would you choose?

"I felt the red gave the car a sexy look"

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Andy Morgan's world record-holding Split Panel Bus impressed as usual

'Jolly' Jim Warner checking tickets

Greg Van Hullebusch brought his Square over from Belgium and won 'Best Of Show – Custom Air Cooled'

VW Action always attracts a few Volksrods

A late Fasty as part of the Type 3 display, a rare sight indeed

Oi, you've just run over my bike!

The big 4-0

All of the pre-event publicity suggested that VW Action's 40th birthday party would be one to remember – and the organisers were right, even Saturday's rain couldn't dampen the spirits of all those in attendance

Words Brian Burrows **Photos** Julian Hunt

Friday started with a queue to get into the legendary Santa Pod venue as racers, traders, autojumblers and visitors alike, arrived to set up their temporary homes for the weekend and meet up with old friends, or indeed, make new ones. Friday evening's entertainment simply rocked. The Skatonics blew everyone away in the Fueler's Bar as part of the 'Complete Madness Soul & Ska' night, while DJs Ash Fern and Craig 'Cut-Up' Jones had everyone throwing shapes to dance and house classics in the main marquee.

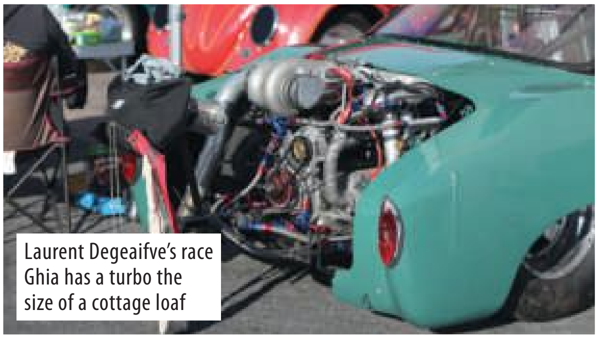
You must be mad!

Saturday dawned bright, with no hint of the weather that would arrive later. In keeping with the 'Mad Hatter's' theme for the event, the 'Mad Vehicle Display' in the main marquee was genius, with radical and crazy vehicles of all types rubbing shoulders to form what can only be described as a unique display of automotive metal. Danny Lord's Type 3 display also deserves special mention as Fasties, Notches and Squares from all over Europe assembled in front of the main marquee. By 10am the 'Daily Driver' (EDV) concours had assembled and the first of the cars were making passes on the drag strip.

Records soon started tumbling, with the cooler September air allowing several European and World records to be set. Indeed, the crowds were treated to some of the very best VAG race machinery that Europe has to offer.

Europe's finest

VW Action's policy of paying for the ferries of racers (and showcar owners) from mainland Europe means visitors get to see vehicles from Europe and the UK that they would never normally see all in


Laurent Degeaifve's race Ghia has a turbo the size of a cottage loaf

Outlaw Flat Four's 'Dirty' Nige Hull doing his thing

Ex-T2D, Porsche liveried Split Panel still looks good

PORSCHE
SERVICE

one place. VW Action is still one of those shows where it really is 'all about the cars'. Jens Eklund arrived from Sweden with his awesome Audi and by the end of the weekend he had run a bonkers 7.35. Sam Young set a new world record with his electric Blackcurrent Bug running an awesome (if silent) 8.28 on the quarter-mile. Meanwhile, Germany's Thorsten Middendorf broke the European FWD record with 8.45 amongst others. A massive contingent from Ireland's 'Die Irische Luftkühler Rennfahrer' club also had great fun on the strip and ran some very impressive times.

Sadly the rain arrived mid-afternoon and put paid to the night-racing Shootout. Hurried discussions took place to enable it to run on the following day, during the Peak Performance testing – allowing the racers to take home the (very substantial) prize fund. Germany's Daniel Kakoschke took top spot for the VAG Cars with a 8.47 while Phil Jarvis upheld British honour by taking top spot in the Buses with a 11.69 run – yes, 11.69 in a Split Bus!

Hard rain

The rain seemed to make folk party even harder on the Saturday night, with both the Fueler's Bar and the main marquee rammed. Jensen D Groover's 'Mad Hatter's Tea Party' saw people dancing and singing in all manner of crazy Alice In Wonderland costumes, while the alternative Through The Looking Glass night in the bar saw local heroes Slim47 blasting out indie anthems to rock fans of all ages. Hackneyed as it sounds, a great night was had by all.

Sunday's sunshine saw the show field massively subscribed and it allowed the aforementioned Shootout to take place on the track. The Campervan Cookoff in the main marquee is always a great laugh and the Charity Auction in aid of Brad's Cancer Foundation raised a tidy £2,900 – well done to all who donated lots or bid on them. With the Podzilla Monster Truck show and the Jet Car, Children's VWorld (including free face-painting etc) and the evening entertainment – the event really did offer something for everyone, whilst still focussing on the cars we know and love. Here's to the next 40 years of VW Action. ■

Phil Jarvis on his way to another storming 11-second run in the Fire Bus

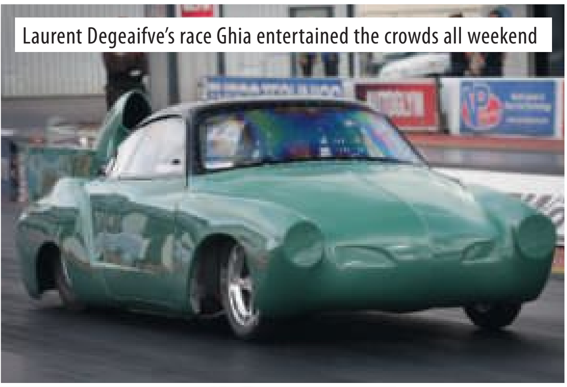
Die Irische Luftkühler Rennfahrer Club brought a whole bunch of cars over from Ireland and were rewarded with personal best times and the 'Spirit Of Action' trophy

Nige Hull was running a replacement small motor for the weekend. His regular engine was being rebuilt, but he didn't want to miss out on the fun

Mega cool Safari front window Barndoor looks like a tin opener had gone along the side

> "one of those shows where it really is 'all about the cars'"

Ian Jeffries' Phoenix Camper formed part of the Mad, Mad Vehicles Display



Laurent Degeaifve's race Ghia entertained the crowds all weekend

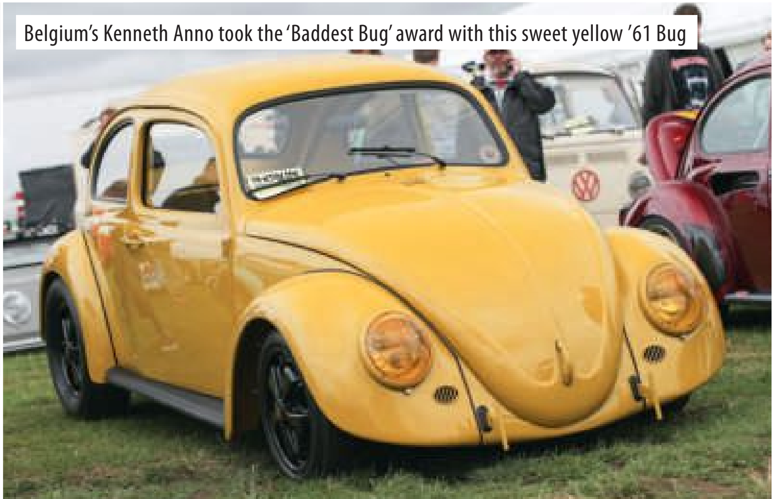
Mad, Mad Vehicles display with Simon Davey's L'il Bugga camper conversion

Check out the intricate roo-bars on this Bus…

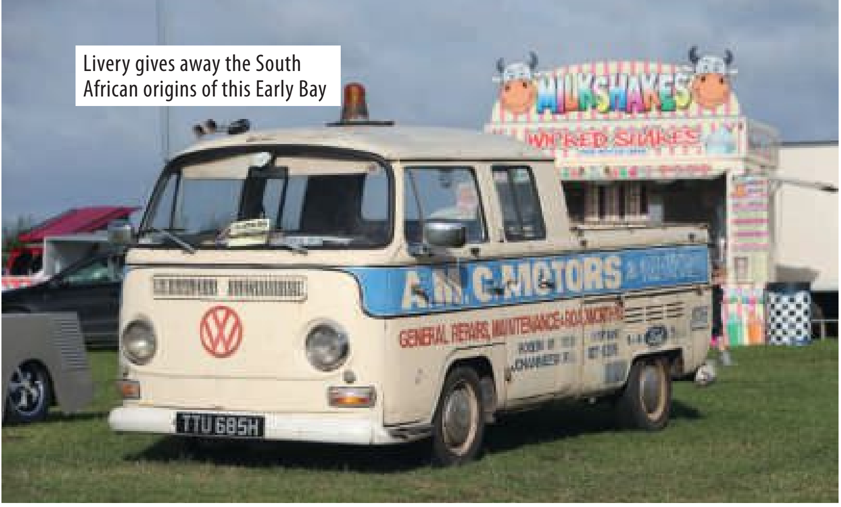
Santa Pod Racers Club (SPRC) were inducted into the VW Action Hall Of Fame

Tools DRAPER Tools
TOY
Raceway

Belgian air-cooled specialists BBT's genuine Hebmuller reaches for the sky



Belgium's Kenneth Anno took the 'Baddest Bug' award with this sweet yellow '61 Bug


Livery gives away the South African origins of this Early Bay

Danny Pike's Gasser Bug cocks a leg on the strip

The Saturday night theme party at Action gives everyone the chance to look just a bit, er, scary

Peter Jones's heavily accessorised Rat Bus

VW Lowrider anyone?

Quick Buses taking advantage of Santa Pod's beautifully prepared track

VW ACTION 2016 RESULTS

TOP 10 AIR-COOLED

Jane Sutton, Wraysbury (pink 1974 Bay)
Ali Duncan, Raunds (green 1967 Bug)
Kevin Van Uffel, Zoersel, Belgium (green/white 1963 Westy Splittie)
Kate Klingshott, Shoreham-By-Sea (white 1967 Bug)
Mark Seward, Clacton (green/white 1966 Westie Splittie)
Wesley Verryckt, Zoersel, Belgium (white 1964 Bug)
Sam Bonome, East Grinstead (green 1968 Dormobile)
Brett Neal, Kidderminster (grey 1970 Bug)
Phillip Carr, Milton Keynes (green 1975 Bug)
Colin Davies, Abingdon (brown 1971 Bug)

TOP 10 AIR-COOLED CUSTOM

Lloyd Jackson, Sudbury (grey 1965 Country Buggy)
Hans Van Hengel, Wyndrecht, Holland (grey 1967 Bug)
Spencer Parkin, Tamworth (red 1967 Prowler Buggy)
Chris and Sharon, Wollaston (blue 1957 Splittie Panel)
David Scotland, Linton (grey 1965 Beetle)
Mark Pateman, Stanwick (green 1954 Oval Bug)
Jimmy Diesel, Mansfield Woodhouse (grey 1963 Bug)
Dave Bridge, St. Albans (green 1977 Westie Bay)
Heather Laskey, Great Wakering (yellow 1970 Bay)

BEST OF SHOW – AIR-COOLED CUSTOM – **Greg Van Hullebusch,** Wiers, Belgium (brown 1967 Squareback)
EUROPE'S MOST BEAUTIFUL VW (Moby5153 Memorial Trophy) – Dean Jones, Welwyn Garden City (blue 1971 Bay)
COOLEST VOLKSROD – **Jamie Lathwell,** Milton Keynes (White 1967 Volksrod)
BADDEST BUG – **Kenneth Anno,** Belgium (yellow 1961 Bug)
BADDEST BUS – **Ian Jeffries,** Stamford (blue 1959 Phoenix Camper)
RADDEST RESTO-CAL – **Pete Beeken,** Norwich (blue 1963 Bug)
COOLEST CAMPER – **Nick Deakin,** Leicester (green 1967 Westie)
TOP GHIA – **Paul Holmes,** Great Yarmouth (beige/cream 1971 Ghia)
BEST NOSTALGIA CAR (Rob Miller Trophy) – **Justin Williams,** Colchester (black/cream 1965 Resto-Cal Bug)
BEST ENGINE – **Mick Onions,** Wrawby (white 1989 Caddy)
BEST PAINT – **Phil Jarvis,** Shropshire (Tangerine 1968 Porsche 912)
BEST INTERIOR – **Mark Payne,** Ascot (grey 1964 Notchback)
BEST ENGINEERING – **Dave Forder,** Chatham (dark red 1972 German Look Bug)

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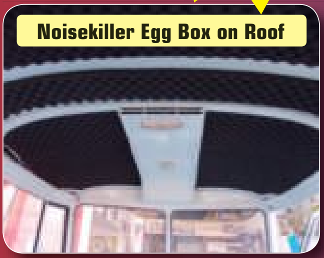
Noisekiller sound barrier used on rear bulkhead under rear seat

Noisekiller on Rear Load Space



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Juggling act

Part 7. After a solid four month's metalwork, the body has finally left the building. While that's away being painted, it's time to catch up with some of the other crucial parts of the project

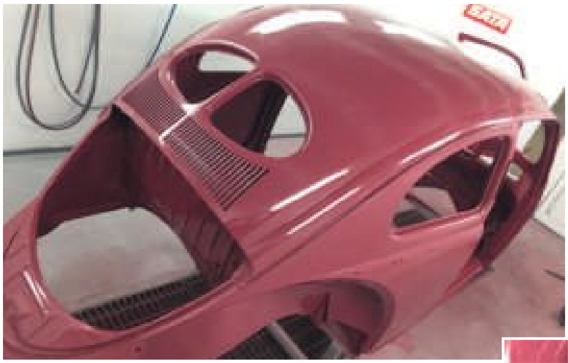
Words and photos Lloyd Jackson

< At last, the body is ready to leave Deluxe HQ. There will always be more you could do in search of perfection, but with the tight timescale we're working to, we've done all we can. Time for someone else to take over…

> The body arrived at Spike's Vintage Restorations safely and was immediately set up on a trolley, in readiness for body prep and paint.

I think of a restoration like this as a relay race, and we've now passed the baton to Spike and his crew. Normally, you'd have to pay a deposit and wait around six to 12 months for a slot as they're so booked up, but these guys know the score with this job and have just six weeks to turn it around for us. The pressure is definitely on, but Spike's dedicated team are working out of hours for us, grafting every evening, weekend and throwing in loads of early morning starts to ready the body for a few coats of their famous 'mile deep paint'

^ Fortunately, we have access to an enclosed trailer, which is very useful when transporting precious and vulnerable vehicles. This pic was taken in December, and wet weather conditions can destroy hours of hard work in very short order



> We dropped the body at Spike's late on a Thursday afternoon and late that night the guys applied some Würth rust convertor to the pitted areas of the body. These areas have been kept clean since blasting but are prone to rust again if not treated before the paint process, so this is a necessary precautionary measure

^ By Friday evening, the body had already had its first coat of primer! We opted for a marine grade epoxy primer and had it tinted red as this will give extra depth and a richer colour when the final Bordeaux Red paint is laid on top. This is a non-porous primer and seals the metalwork underneath, so all further body prep can now be done knowing the metal is safe and sealed below. As an added bonus, any future chips in the paintwork won't be as obvious because the primer is a similar colour to the top coat

< It's amazing how a coat of paint can transform the look of a car, especially when you consider what we started with. Just seeing some colour on the body gets us excited, though there's a long way to go from here.

In the next instalment we will bring you more about the paint process, and explain a little more of what the guys at Spike's Vintage Restorations have been up to

’Boxing day

Meanwhile, over in North West London, another part of the project is taking shape. We sent our original, matching numbers crash ’box to gearbox guru Pete Englezos at Cogbox (www.cogboxtransmissions.com) to strip and rebuild. This was a worry as so far everything on the 66-year-old car has been totally knackered, or needing major refurb.

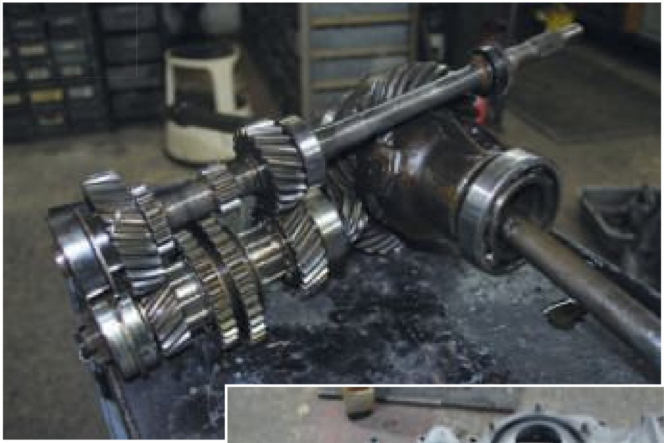
But knowing Pete can rebuild any ’box with his eyes closed gave us confidence that he could sort ours. We were just concerned how many parts would need replacing and how much it was going to cost. Like everything on this build, parts for Split gearboxes don’t come cheap.

So we left it with Pete and waited patiently for the ’phone call. Every time the ’phone rang we hoped it was Pete, and we hoped it would be good news…

After a few days, Pete rang. Now Pete has a real interest in early VWs so initially, he wanted to know how we were getting on with the rest of the build. Of course I was polite and happy to fill him in about the metalwork stage, all the while desperate to ask him what the internals of the gearbox were like!

Waiting my turn in the conversation, I eventually asked the vital question: “Is it fucked mate?” There was a pause that seemed like an eternity but his answer was not what we were expecting: “Surprisingly, the internals are in amazing shape, and all it needs is new bearings and seals.” I could have fallen off my chair.

I knew we’d need to spend on the rebuild but, until we knew what it needed, there was no way of budgeting, so this was great news. Especially as it’s the only part of the project so far that has been easy and not cost a fortune. Happy days



Amazingly, considering the car appeared to have lived in a swamp at some point, the internals of our gearbox are in fantastic order. The teeth are all in perfect condition, which is very unusual in a crash ’box with no synchromesh as it takes some skill to double de-clutch when changing down without crunching the gears. Do that too often and it chips corners off the teeth. I guess the previous drivers of this Split were skilled, it’s just a shame the rest of the car hadn’t been as well looked after!

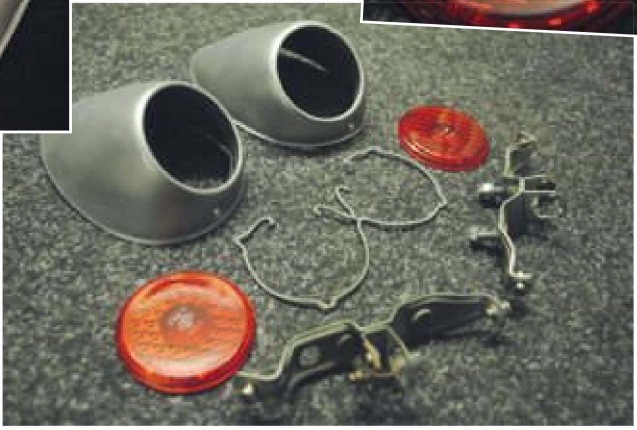
Unlike later ‘tunnel’ ’boxes, these early gearboxes are split case, and here are the two halves ready to go to be media blasted

To be fair, compared to some parts of the car, the gearbox was in pretty good nick, but it’s still lovely to see the freshly media blasted case halves, ready to be detailed and then rebuilt. More on this next time

NOS – nice old stuff

Back to metal for a moment. Our original engine lid was beaten up, so we've sourced a really nice lid from a friend and had it media blasted. This was the last piece of the body puzzle and will be joining the rest of the panels at the paint shop. Thanks Nathan Cole for your help here

More new old stock parts we have sourced, this time rear light housings, lenses, bulb holders and lens clips. The lenses are Hella glass ones with the logo in the centre. Pure tail light porn

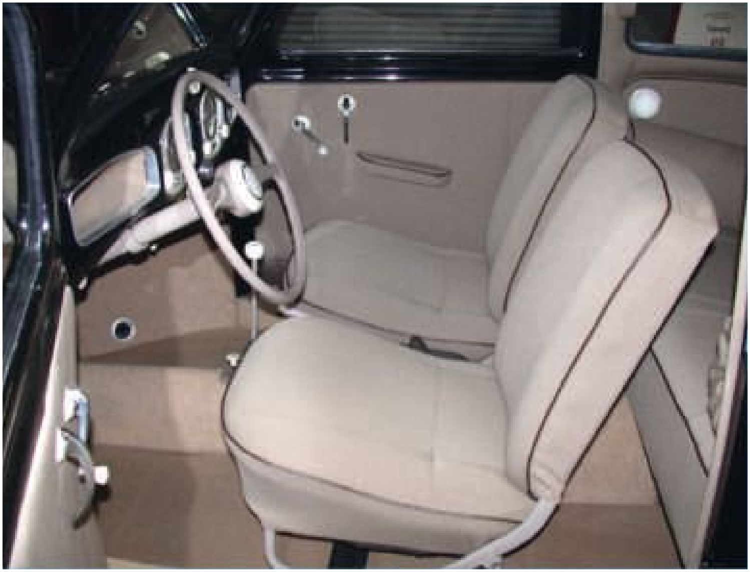


Inner beauty

Every part of any good restoration relies on finding the right people for the right job. They must be passionate about what they do, with extensive experience and knowledge – perfectionists in their field if you will.

We want the interior of our Split to be totally factory correct, so we set about looking for a trimmer to make this happen. It was a friend who suggested I contact Lenny Copp at West Coast Classic Restoration in LA (www.classicvws.com), world famous for producing some of the finest period correct interiors for VWs. At first I was sceptical, preferring to try and find someone in the UK because of the timescale, but I gave Lenny a call to discuss the build and see if he had any advice. After that one call I was convinced he was the guy for the job.

Because we can't take the car to Lenny (obviously!) we asked if he could make all the interior parts for us so we could use a trimmer in the UK to fit it all. Thankfully, he agreed. Here's an example of one of Lenny's original-style Split Bug interiors. Lovely, isn't it?

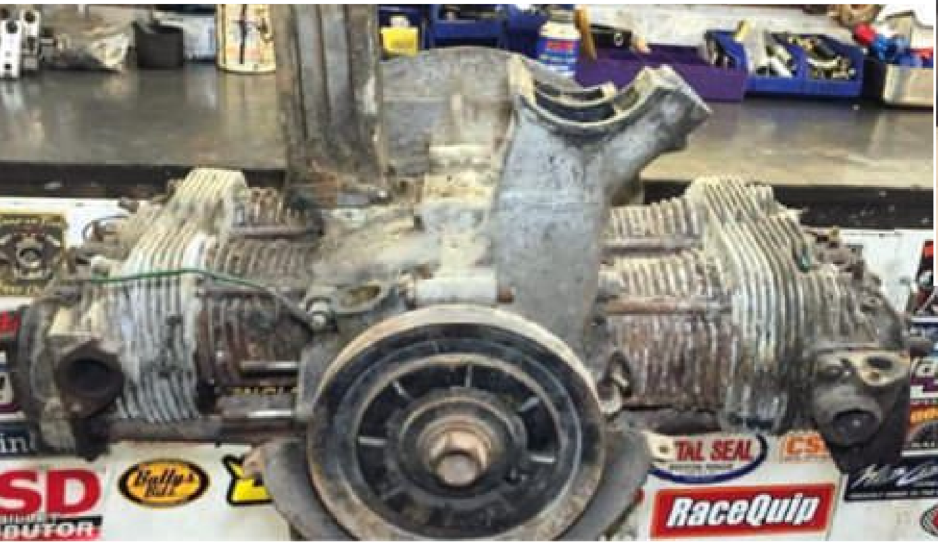


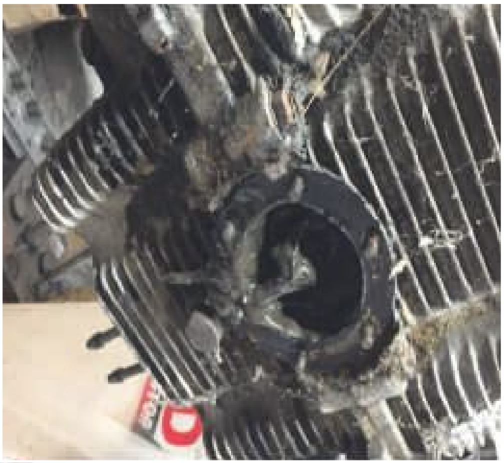
The correct material was sourced from Marcus Raeke in Germany, and sent over to Lenny in Los Angeles

> “Every part of any good restoration relies on finding the right people for the right job”

The Loch Ness motor...

We've shown you this before, but now we're in a position to bring you a more detailed report on the rebuild of our matching numbers 25-horse engine. If you remember, Stefan Rossi at Aircooled Engineering (www.ace-vw.com) is undertaking the rebuild, and sadly this time that first 'phone call didn't bring good news. Over to Stefan…





"After receiving the engine from the guys at Deluxe Metalwork, Pete and I looked at the motor and thought, yeah, that looks pretty crusty but as we've done a few 'barn find' 30-horse engine builds before, this wouldn't be a problem.

"But… this is by far the worst engine we have ever had in the shop!"

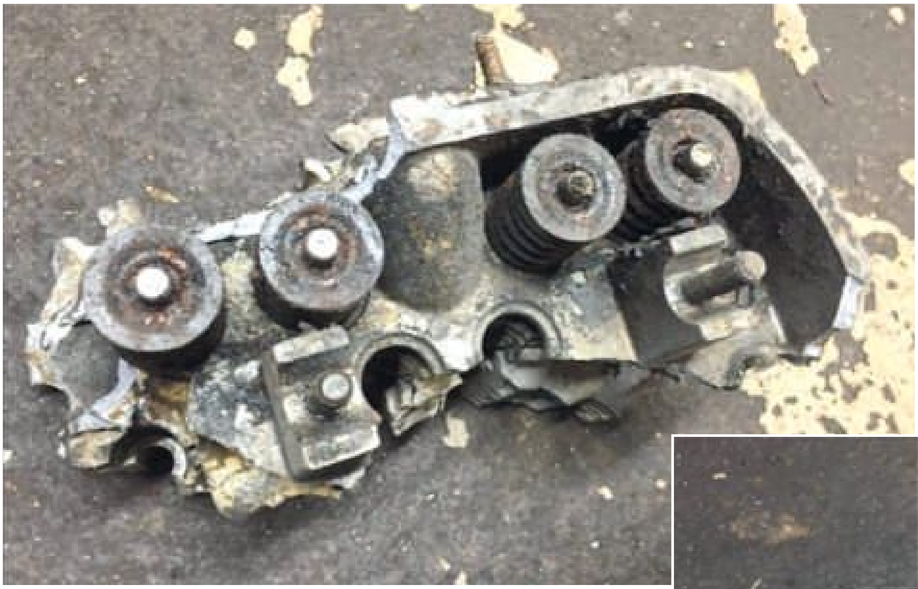
Rear seat pillows, or bolster cushions, are a nice touch of class to a Split Beetle

That's not Lenny in the picture but it is our interior coming together on the bench. Exciting stuff.

Something else we had to think about is getting the interior safely back here. Luckily, a couple of friends had booked a holiday to Vegas and, after a few persuasive beers, they agreed to bring it home for us but we still had to find a way of getting it from LA to Vegas, and this is where the power of facebook helped out – a friend in LA, Rolando Alvarado, offered to pick it up from Lenny and drive it to Vegas to meet up with our two friends. What a star! And that is what is happening as I write this – Shaun Howe and John Bussell have just arrived in Vegas and Rolando is on his way from LA with the precious cargo to meet them. Thanks guys, you rock!

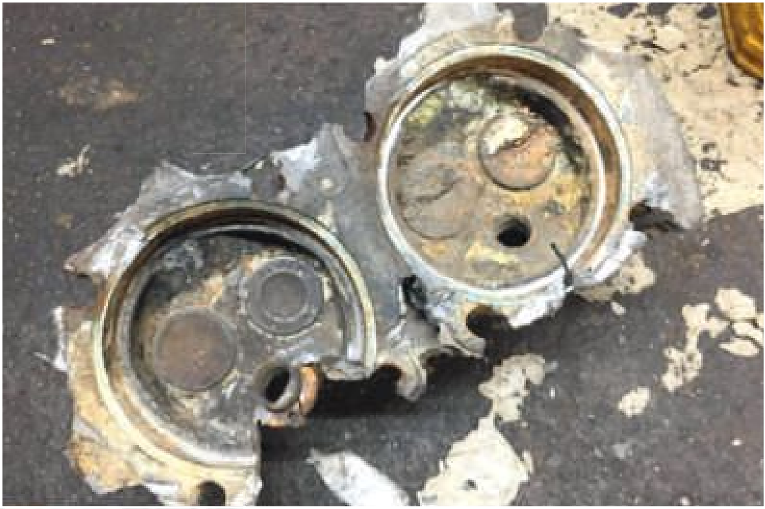
Happy the new seat covers are on their way, we turned our attention to the original seats…

First job was to strip them and send the frames out for media blasting. They look bad, but they should clean up okay – we hope. From the blasters, they'll go straight to the paint shop for a fresh coat of paint in readiness for the new trim

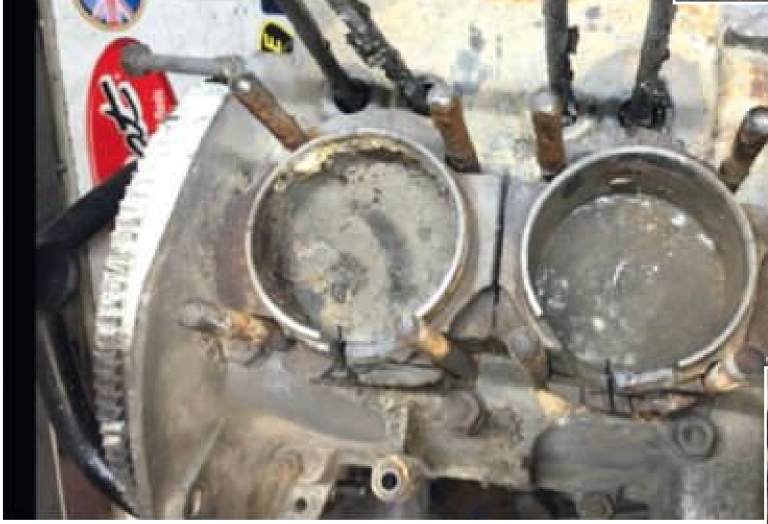


"It was seized solid and it didn't matter how much heat and pulling we tried, none of the parts would come off. The heads were seized onto the barrels and the barrels seized into the case, so we were left with no choice but to cut the heads off.

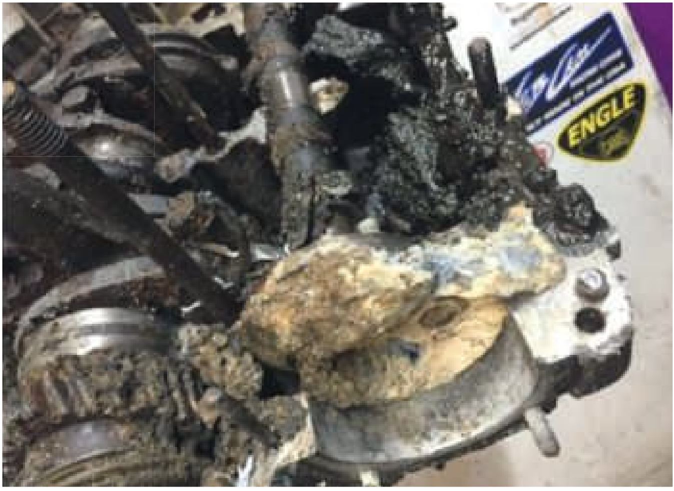
"This isn't the way we wanted this rebuild to go, but we had no option. The most important part to salvage is the matching numbers case, which has been with the car for the last 66 years, so we cut the heads off in sections, making sure not to damage the head bolts in doing so."



> "This is by far the worst engine we have ever had in the shop!"



"Once the heads were cut off, we found we had to do the same with the barrels and pistons. This isn't something we enjoyed doing as we know getting hold of 25-horse motor parts isn't easy."



"So the top end of the engine, bar the rockers, is scrap. We now focussed on saving the more important bits like the crankshaft and rods, which meant opening the case…

"Inside, we found huge clumps of mud, a very rusty crank that was seized to the main journals and some very rusty con rods that – surprisingly – weren't seized onto the crank."

Next month

More paintwork, plus further updates on the engine and gearbox rebuilds. News too on Lloyd's quest to source period correct parts for the project…

"The case, crankshaft and rods have now been sitting in our ultra-sonic cleaner for a couple of days. Hopefully, this will break away most of the heavy gunk and mud in the case. We will then have the case vapour blasted to see where we stand."

On the upside, we've since heard from Stefan that they found nice, clean big end bearing journals once they'd removed the rods, so it's not all bad news. The crank will be crack tested and, provided it's okay, will have a re-grind to remove any imperfections, the con rods will be match weighted and have their little ends re-bushed. The valvetrain will be mostly NOS, or aftermarket Okrasa parts, so it ain't going to be cheap!

Huge thanks to Stefan and Pete at Aircooled Engineering for all their help. If you are in need of some VW or air-cooled Porsche engine work, either high performance or stock, contact stef@ace-vw.com

Meanwhile, we set to locating some of the 25-horse engine parts we need. It was our luck that another friend, Darren Medland, had some good second hand spares at Marco de Waal's place in The Netherlands. Marco was kind enough to bring these to the UK for us when he was visiting a few weeks ago – cheers buddy, always good to see you

We've also picked up this super nice, period correct distributor. We've still a few more pieces to find, but the engine jigsaw is slowly coming together

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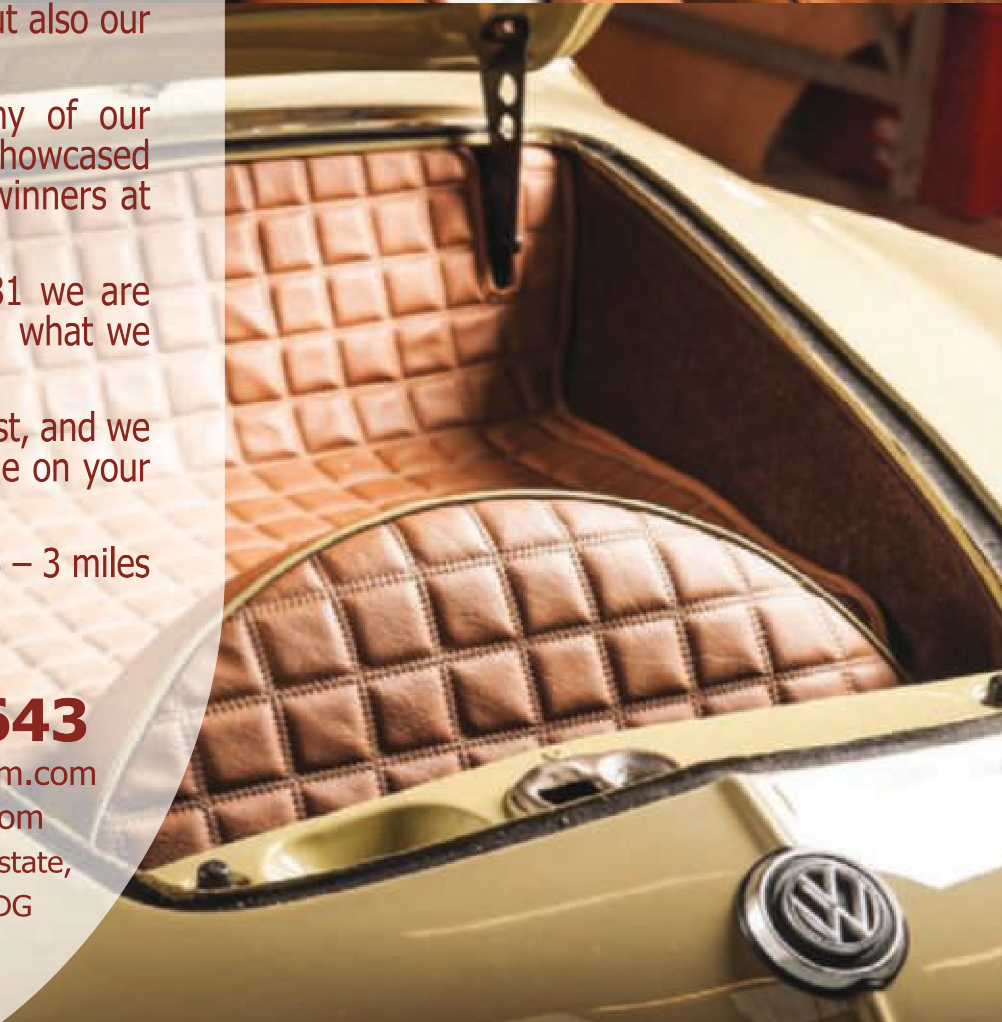

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Hold fire!

Prevent your coveted Volkswagen going up in flames with this Daus extinguisher system. With help from Doug at Doug's VW Werks, VW Heritage shows you how to fit it to a Late Bay

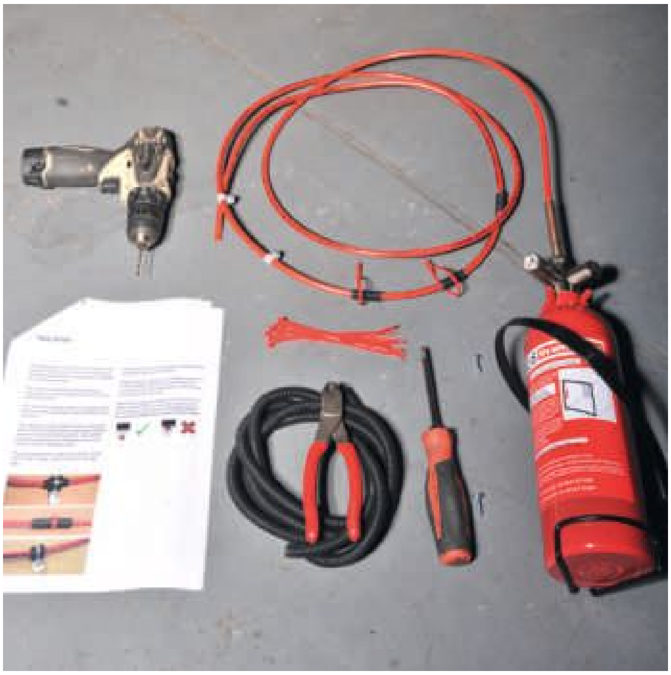
Photos Dave Warren

It's not a nice thing to think about, but fire is the enemy of the air-cooled VW enthusiast. Every summer horror photos appear on our Facebook feeds of Beetles and Buses ablaze, and sadly it's often due to something trivial like a leaky fuel hose.

To reduce the risk of a fire ripping its way through your vehicle, it's worth considering fitting an extinguisher system. There are two main types suitable for engine bays. One is an inert gas type, the other a powder or foam. There are pros and cons for both. Gas leaves little in the way of clear up, should it be deployed. However, being a gas, there is a risk of it being blown around and perhaps not targeting the area in question. The powder type will give the owner a much bigger clear up operation once discharged, but being heavier is less susceptible to wind and maybe more likely to hit the hot spot.

The Daus Fire Safety System uses the latter and gets our vote as one of the best on the market – which is why we stock it. After all, who cares about the clear up if it saves your VW? So here's how to fit it.

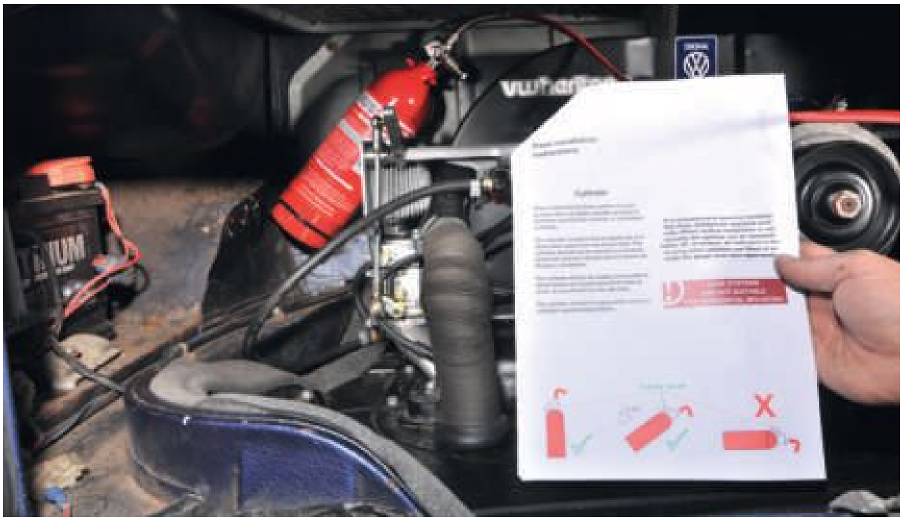
01 For this guide a DAUS system was installed into a '72-79 Bay. The principle is the same for other cars in the VW line-up, however this will involve the use of the screws and 'P' clips provided to secure the Firetrace tubing to the engine lids



02 Here's what's in the kit – the powder extinguisher, its cradle, various fittings – and all the necessary pipework. The best bit is you can fit it in under an hour using only three tools – a drill, a screwdriver and a set of cutters

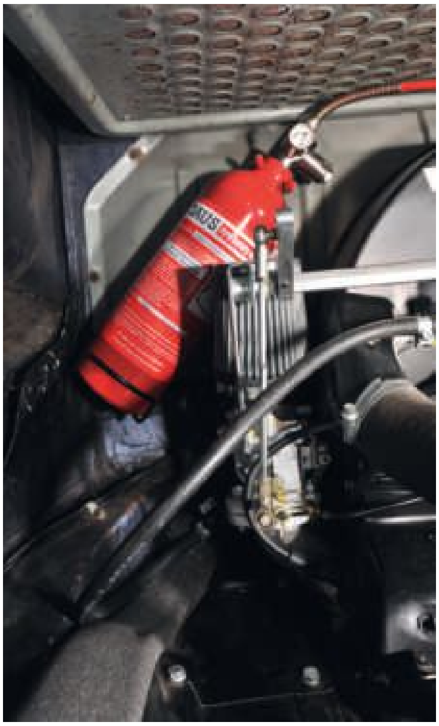
03 Start off working out where the bottle is going to sit in the engine compartment. On this vehicle Doug chose to place it on the rear left of the engine bay as many Buses have a regulator installed on the right hand side

04 The bottle may not be able to stand upright. That's fine – Doug checks with the install instructions which shows a minimum angle of 45 degrees



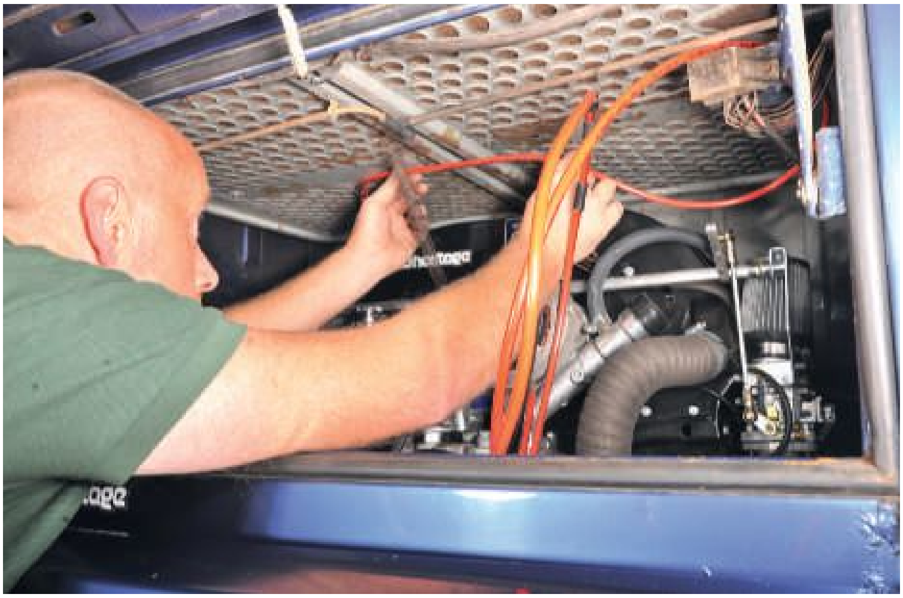
05 Once happy with the position of the bracket (do check it fits with the bottle installed too) use the drill to make the holes, and secure with screws provided

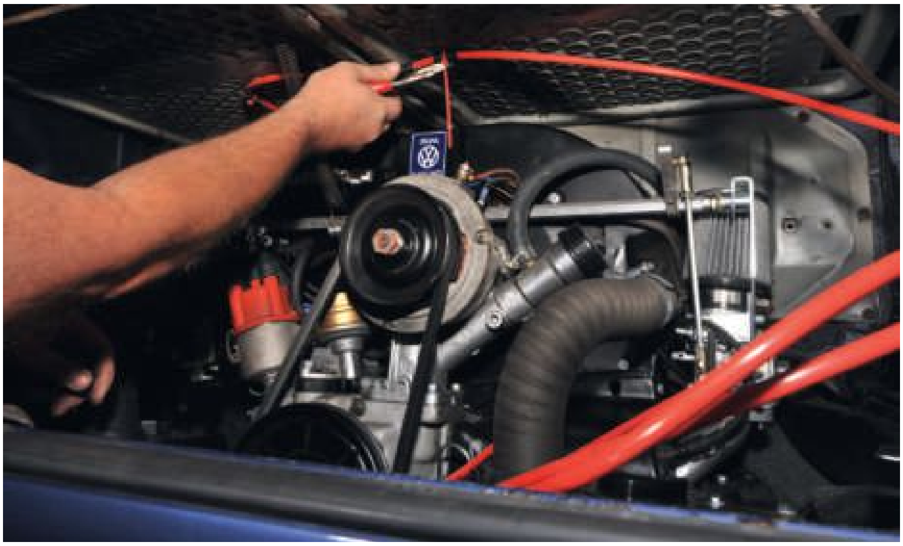
06 With the bottle in place the routing for the Firetrace tubing can be planned



07 As the tubing is under pressure the protective conduit supplied will need to be cut and placed around the tubing at all securing points, and where it may rub against a sharp edge. If the tube was to split due to chaffing the system would go off! Don't however cover the entire tube with the conduit – this will defeat the purpose

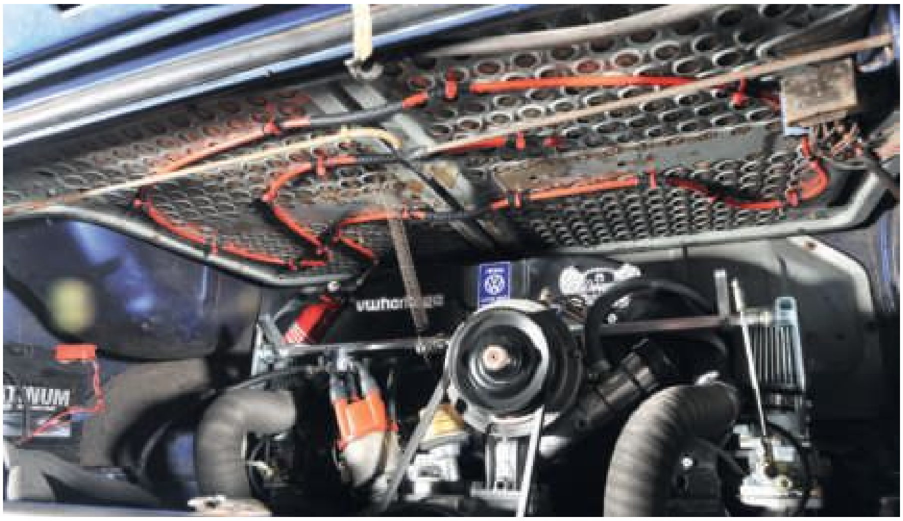
08 Doug mocks up the route for the tubing. He's chosen to run a loop back over each of the twin carbs to 'target' any potential fire sources





09 The tubing with its protective conduit is secured by cable ties in this application. For other vehicles screws and P clips will be best. Snip the cable tie tails off

10 And that's all there is to it! The trace tubing loops over both carbs and finishes off above the fuel pump. This is one van that won't be 'toast' in 2017



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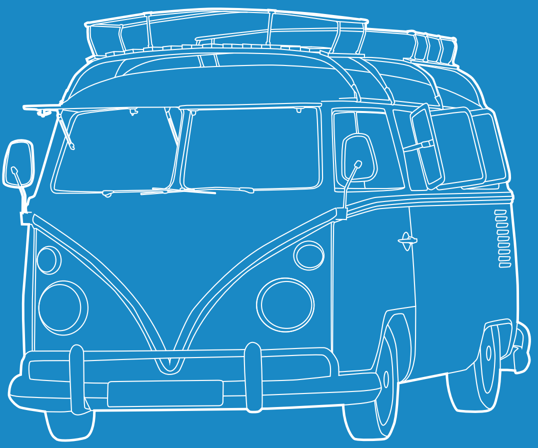

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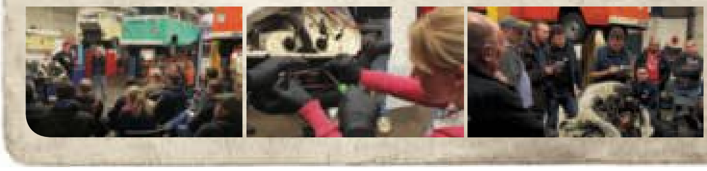

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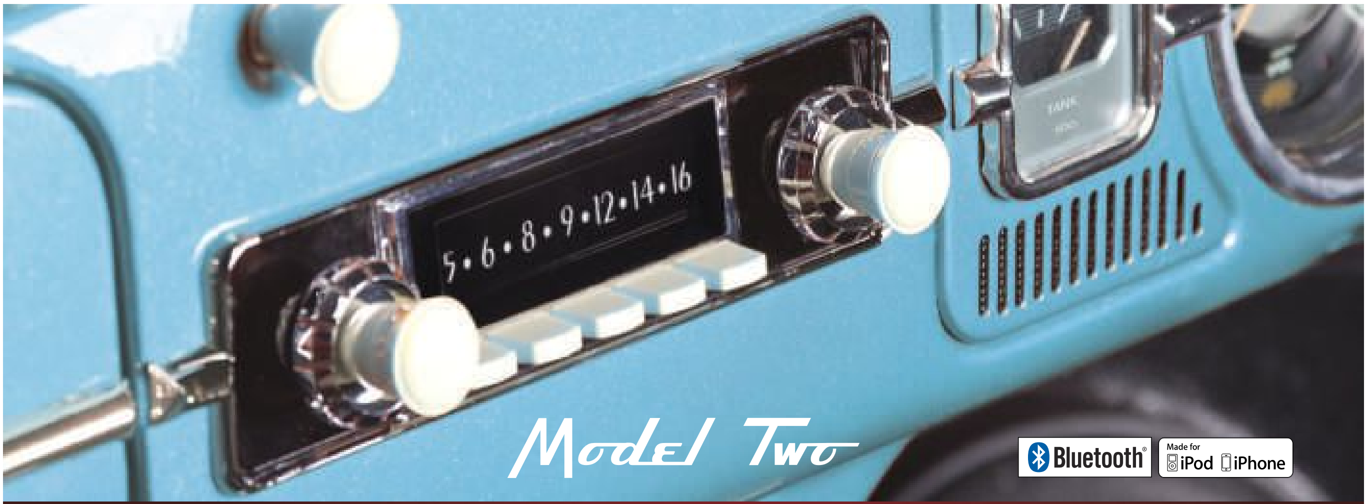
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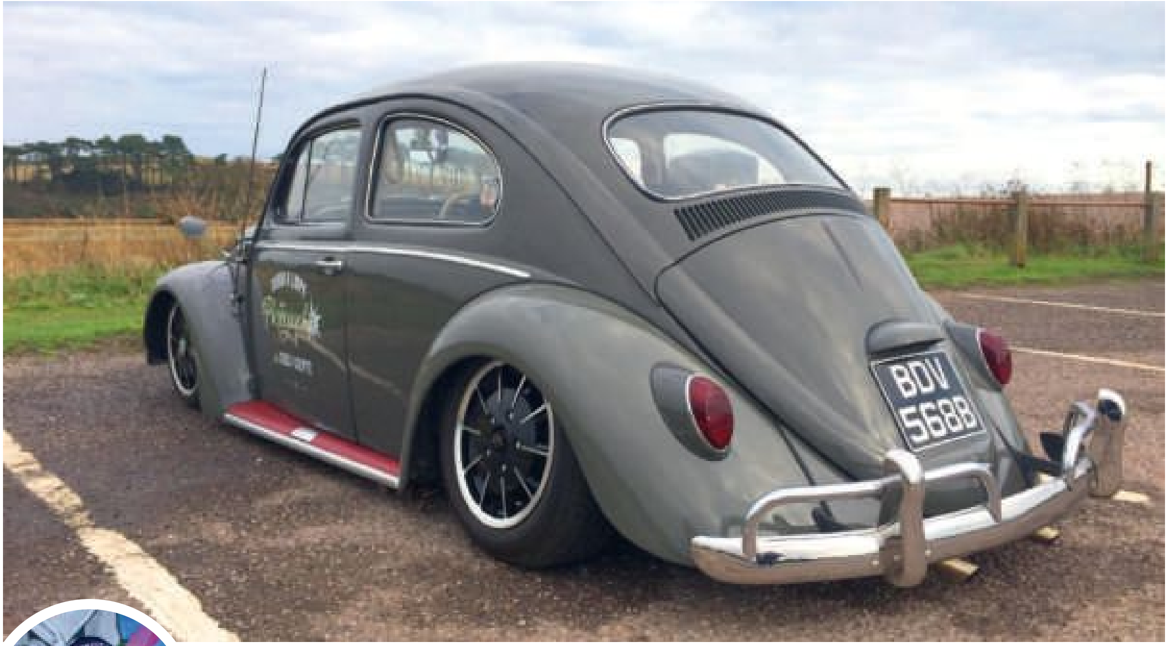
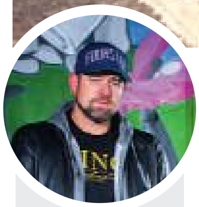


Trial fitting the Gas Burners. They made the car look hard as nails, but not for me!

Now you see it, now you don't!

Jon's no longer got the Bug



OWNER INFO

NAME
Jon Robinson-Pratt

OCCUPATION
Photographer

CARS OWNED
'64 Beetle

WORK THIS MONTH
Selling the Beetle, basically

I am not going to beat around the bush… I have sold the slammed '64! It was a short love affair truth be told and it wasn't through any fault of the car. In my eyes it was perfect. As I sit here writing this the car has already been gone seven days and now resides a hefty 300 miles away from sunny Devon in Leeds. Like I said, this decision wasn't the car's fault and I hadn't even fallen out of love with it. But, over the course of the summer months I have been shooting a multitude of cool buses and been on a couple of magazine road trips with some of the *Camper & Bus* staff either in or following the Panzerfaust (the ex *Camper & Bus* magazine Early Bay). This has been my downfall. You see I sold a 1970 Early Bay Window to buy the slammed '64.

The original Thru A Lupe Early Bay… gone but never forgotten

The 'right' one

Sadly for the '64 I had come to realise, I am a Bus man through and through and I needed another one! So stupidly I perused the classifieds on EarlyBay.com one night, just to see what prices were like and what was out there. To be honest, there wasn't much that interested me, or if it did it was way out of my price range. If I were to chop one in for the other it needed to be relatively cost neutral. Then I spied a 1970 US stock factory sunroof Deluxe Bus on a small unassuming for sale thread. It was slightly over priced but looked like a great blank canvas to create a cool looking patina ride. It had everything I wanted in a Bus; patina, sunroof, Deluxe, full width bed and I even liked the colour – Montana Red.

I did try and talk myself out of this crazy idea. I tried to change things up on the '64 to keep it fresh. I borrowed a set of Porsche pattern Gas Burners and to be fair they did make the car look a lot 'harder' on full drop. Everyone I showed the pics to loved the look but I didn't, and said wheels were returned to their owner.

So I went to look at the Bus! Stupid idea number two! It was everything I wanted and more. The owner was lovely and genuine as was the Bus and, yes, although it had a few faults, it couldn't have been more 'right'! Values, prices and deals were discussed and upon arriving back home that night the '64 went up for sale. I started off advertising it on internet forums and air-cooled pages on a well known social media site. A fruitless exercise if you ask me. Ok, it gives the car exposure but all it actually gets you is a myriad of people saying it's a lovely car, good luck with the sale and "if my ride sells then I'll be all over this." Sadly that 'ride' never sells and no one ever comes back. Here comes stupid idea number three… I went back to look at the Bus again. Not only that, I took a detour on the way to buy a cheap set of

T-Cut was used to remove the sign written logos. Maybe next time I'll opt for vinyl stickers!

Finally prepped and ready to go to pastures new

BBT Sprint Stars in wide five pattern to fit on a Bus that I didn't yet own. Buying the wheels and seeing the Bus again only cemented the fact I 'needed' it in my life. So that night I paid for a classified advert on a well-known auction site. Then the serious calls started coming. At one point it looked like I was going to sell to the first interested party purely on the strength of pictures but there was something a little fishy about it all and the offered full asking price via Paypal had me running for the hills! Never mind because the second interested party was 'very' interested, paid a deposit, texted me nearly every day and is now the new happy owner.

Sticker bomb

Carl from Leeds, the new custodian, couldn't pick up the car for nearly two weeks, but this was cool with me as I needed to prep the car for him. Probably good that I had that long as I needed to remove the hand painted vintage logos that I had applied a mere 12 months before. And then it started raining – and it kept raining for days. Those of you that have followed this project will know that I have no garage or car port which made removing the logos a massive task. I didn't want to try scraping them off or sand them for fear of 'wounding' the paintwork underneath. Being as I had successfully aged the logos using T-Cut, I decided this was the best course of action. It took hours of rubbing down gently but I got it all off without a trace of it ever being there. A quick clean up here and there, a vacuum out and with the roof rack installed, the car was ready to go off to pastures new. I hadn't actually driven it for a few weeks and it had suffered a flat battery and when Carl had finally arrived after an epic train journey that had been fraught with disaster kindly supplied by Storm Angus, I took him up the road in it on my last ever drive in the car. It ran like a bag of spanners! But I can only put that down to having not being driven for a while. I doubted whether the deal would actually happen, but it did and once the balance was paid Carl and his sidekick, Peter, disappeared off up the road. I was very pleased to hear that the car successfully made it from Devon to London and then London to Leeds in one hit and didn't miss a beat all the way there. Ok, so Carl didn't arrive home until 4am the next day, but he arrived a very happy man. I wish him all the best with his new purchase.

Oh yeah, the bus – well that was sitting in my yard 23 hours later!

> "I had come to realise, I am a Bus man through and through"

Carl and his new steed

Thru A Lupe Early Bay version 2.0 – the perfect blank canvas…

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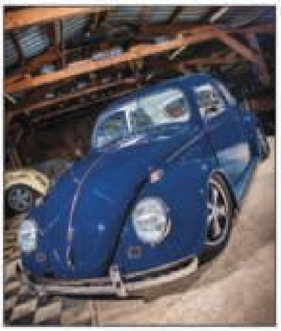

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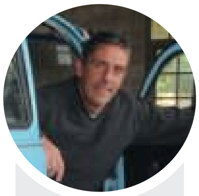
Guess what, it passed, so it's all stations go now for Ian's Beetle. Well almost...



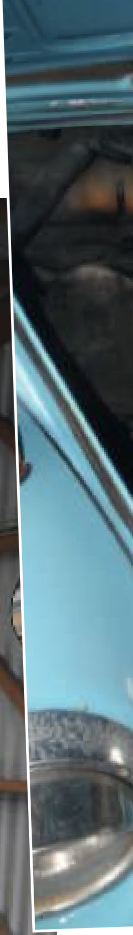
OWNER INFO

NAME
Ian Cushway

OCCUPATION
Editor

CAR
'68 1500 Beetle, Audi A6, T5 Transporter

WORK THIS MONTH
Work this month: Cutting through the red tape

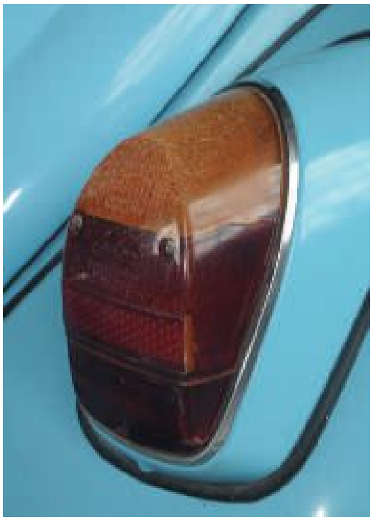


For those of you that might have missed my sagas over the past few months, I'll do a quick recap. I spotted the '68 1500 on a French classified site, www.leboncoin.fr – it was being sold by a French guy from his new base in sunny Portugal. It looked solid enough in the pictures he sent, so I took the plunge, paid for it, then waited for it to be delivered. Fuel strikes, public holidays and a variety of other factors conspired to delay things, but it eventually arrived in nearby Rennes for me to collect. That was in mid-May.

First impressions were good. It is all pretty solid, but stuff's obviously been done in the past (I reckon it was partially restored about 10 years ago) and basically it would all need doing again.

I had a decision to make; either do a body off rebuild and spend the next few years in the workshop, or get it up and running and just use it. Needless to say, with the pressure of monthly deadlines, limited funds and five kids, I opted for the latter.

I did the brakes, changed the oil, replaced the HT leads, plugs, cap and rotor arm then found some cheap BRM-style alloys which were being sold locally complete with tyres. Having dropped it a couple of splines at the rear last month to make it sit a bit lower, it was simply a case of going through everything else to prepare it for its *Contrôle Technique* – its MoT – which happens to be every two years here in France where I live.



> We're not convinced this crazed rear light lens would have passed a UK MoT

Belts and braces

My plan, therefore, now that I'd got it braking well on a half decent set of tyres, was to check all the lights and the various other items that I expected to be tested.

The seatbelts that came with the car were frankly pointless, bizarrely only being anchored from a single anchor point with the other end entirely unattached. I was hankering after some retro looking belts with the old fashioned chrome buckle but for convenience mainly ordered a set of inertia reels instead from VW Heritage. Job one successfully completed, once I had got the washers and various metal spacers in the right place to allow the top anchor point to move freely.

The windscreen wipers worked, but the washers didn't. The previous owner had rigged up an electric pump activated by a button just below the dash – I could hear the motor spinning, but no water was coming out. Again, that was quickly remedied with a bit of poking around in the jets with a safety pin.

Incredibly the lights all worked okay, though the crazing on the rear light lenses would undoubtedly fail an MoT in the UK. Which reminds me of a funny story about when my dad was preparing our Early Bay for its MoT back in the '70s. The small oval rear lamps turned pink when the brake lights came on,

No spare to pressurise the washer system, just a blue plastic bag with an electric pump at the base

Spark plugs were whipped out for shiny new replacements. Judging by the soot on the old ones there had been a fair amount of ‘blow-by’

That clear dizzy cap was destined for the bin, as were those perished HT leads. Because the ignition coil has annoyingly been relocated from the fan housing to the back of the engine compartment, the lead to it had to be reused

New Securon inertia belts were obtained from VW Heritage. The old buckle type belts were only anchored at one end…

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The Beetle’s currently having these quality Meyle balljoints (also supplied by VW Heritage) fitted while Ian waits for the necessary paperwork to get his Portuguese import registered in France

so believe it or not he got some of my mum’s deep red lipstick and applied it to the inside. And it worked!

The only thing I thought it really ought to fail on was the front balljoints. The boots had split and despite getting some replacement rubbers from JK – along with some new front shock top rubbers – I hadn’t got round to fitting them due to lack of tooling. Well, that’s my excuse.

So, with my finger’s crossed, a full-ish tank of fuel and a suitable lanes route planned I set off in thick fog on the 30 minute drive to the test station. I still remember the goosebumps I used to get before taking my old Beetles for their annual test in the UK, and this time it was no different.

After seeing it parked over an inspection pit and hearing it on the rollers it emerged from the surgically clean French test facility, the inspector giving me a thumbs up and a “*C’est bon!*”

Chuffed at the result, I drove it to a nearby workshop to have the new balljoints I’d bought in anticipation of it failing fitted, which is where it currently rests. The next day, I took the Audi to the prefecture in Vannes, armed with the fresh *Contrôle Technique*, the ‘birth certificate’ I’d got through the post from Wolfsburg and all the other paperwork I could muster. Alas, it wasn’t enough for them to issue the necessary *Carte Grise* registration – so the seemingly endless French paperchase continues… ■

> “the seemingly endless French paperchase continues”

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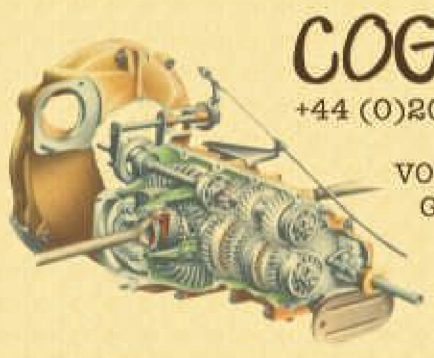

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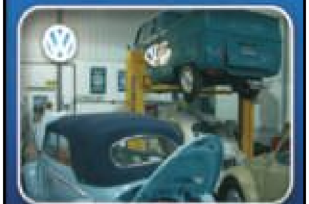

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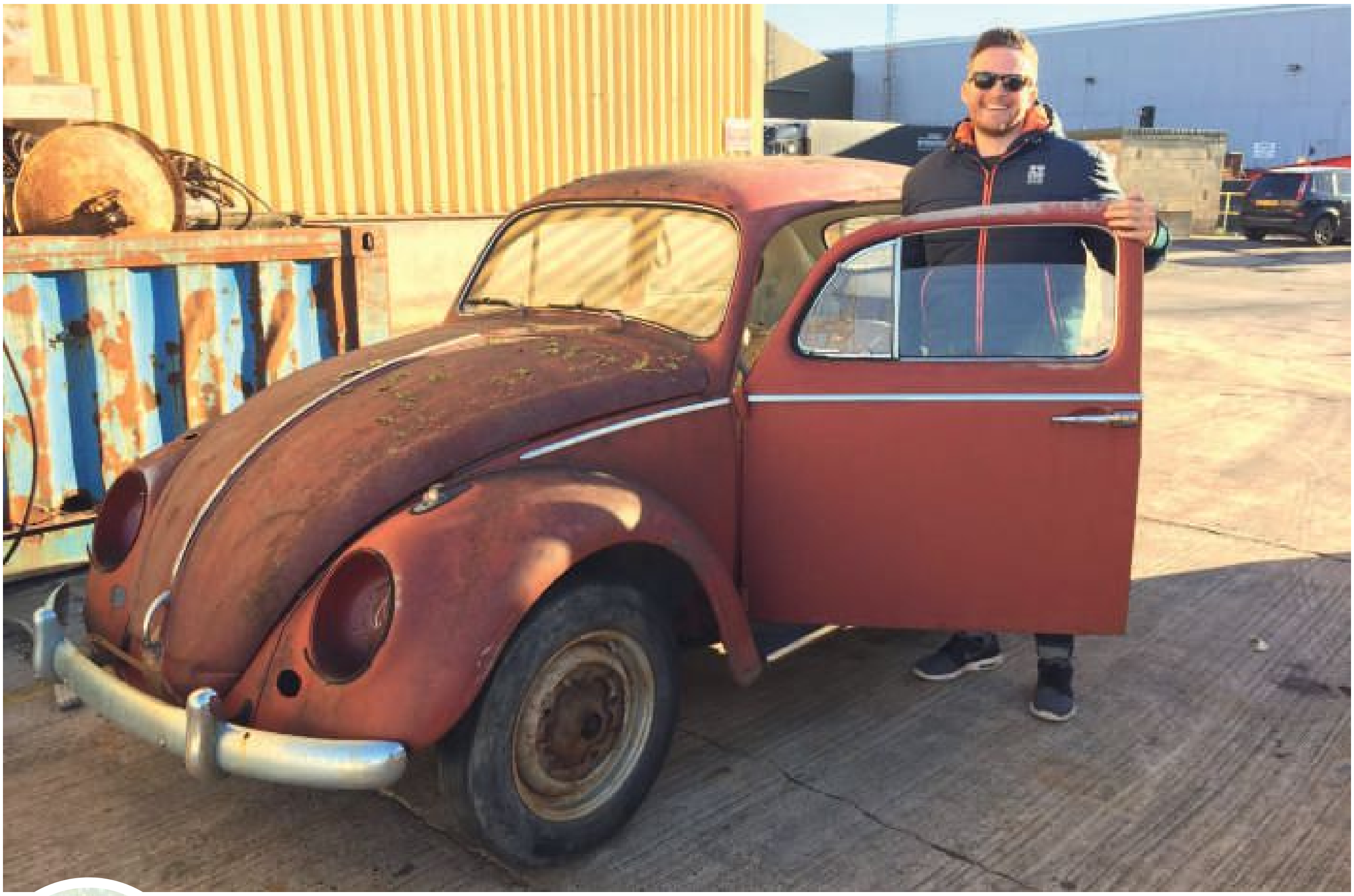


^ I only had a few spare minutes to check out my purchase at the docks, as we needed to return hire vehicles, but I was generally happy with what I saw

Swede success

Mark sells one Swedish import and buys another…

OWNER INFO

NAME Mark Walker

OCCUPATION Serial VW fiddler

CARS OWNED '60 Beetle, '68 Sunroof Beetle

WORK THIS MONTH Getting my new acquisition back home and removing all the moss and mould!

A few months ago, I updated you on my '67 1500 Beetle. With that car now sold, I had been Beetle-less for a few months too many. Truth be told, I had resigned myself to not owning another Bug until I sold the Bay Westfalia I own with a friend, but fate recently dealt me a hand in the form of an original paint 1963 Beetle which I spotted for sale in Sweden (on Facebook, again).

Despite not being in a position to buy and having zero spare cash, I found myself staring at the advert wondering how I could raise the £500 to buy the car and the money to ship it back to the UK. I sent a message and the vendor replied with a few more pictures. Studying them, the car ticked all the right boxes but had rust in the floorpans and heater channels. As welding doesn't scare me, I had another think about how I could raise the cash and decided to sell a few 'toys'. I sold a vintage bicycle, my 1950's Hazet Assistent tool trolley and my original Tamiya Sand Scorcher Beetle and wired over the cash, on the understanding that the vendor would store the car until I could work out the shipping arrangements.

Shipped for sure

I had hoped to get an acquaintance in Sweden to collect it and deliver it to the port, but he became a pain to deal with, so I decided to try my luck with Google, through which I found a guy who was happy to trailer it in the snow to the port for £200. Result! I had shipped a couple of cars from Sweden in the past, so got in touch with the same shipper and made the necessary arrangements; the only problem was the cost – around €800 all told.

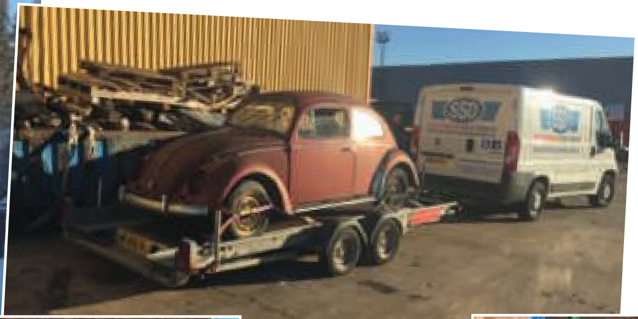
This is where I had another major stroke of luck. I was contacted by a friend, to see if I knew anyone who wanted a free (new) Beetle that needed some MoT work. I said I'd take it, as I knew I'd be able to repair it and fund the shipping by selling it once MoT'd. With that done, the '63 was loaded on deck of the MS *Bothniaborg* and arrived at Sheerness the following week.

The next hurdle was the fact that I don't own a towing vehicle of any description, so I ended up hiring a van and trailer from Southern Self Drive in Portsmouth, the plan being to move the Westfalia out of my garden and into a barn for the winter, so I could accommodate the Beetle. It was a long day, but I achieved it with the help of my girlfriend Jojo. Mission accomplished!

Mossy business

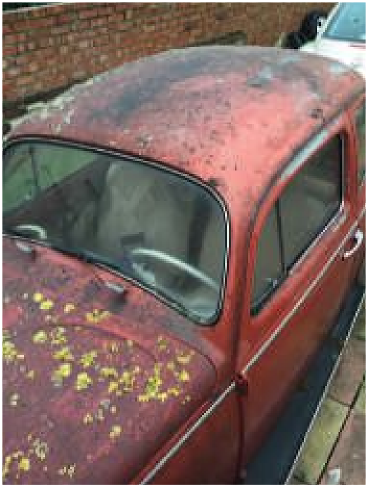
I know nothing about the history of my purchase, save for a plaque on the dashboard with a previous owner's name and address on it, around 20km from the Arctic Circle. The moss covering the whole car, as a result of sitting outside for a couple of decades presumably, looked really cool, but it had to go. I don't do

The car leaving Skelleftea in Sweden in the snow on a trailer. It was a leap of faith using a person I'd never used before to transport the Beetle

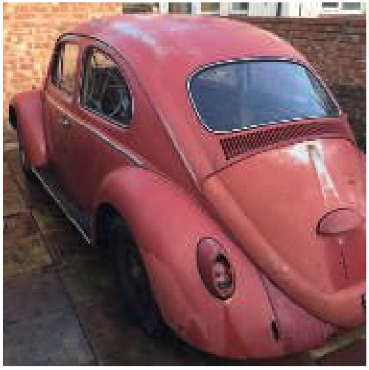


Loading the '63 up on a beautiful cold sunny day at Sheerness docks

Looking good after a trial with the machine buffer. The mould spores have left impressions in the paint in places, but it's all part of the car's character

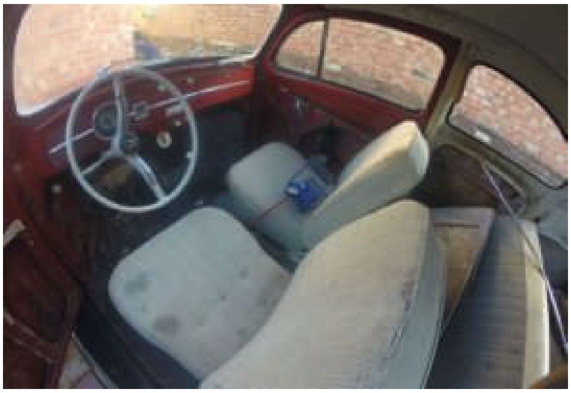


As you can see, the car had been sitting for quite some time. It only took two of us about an hour to remove all the mould though

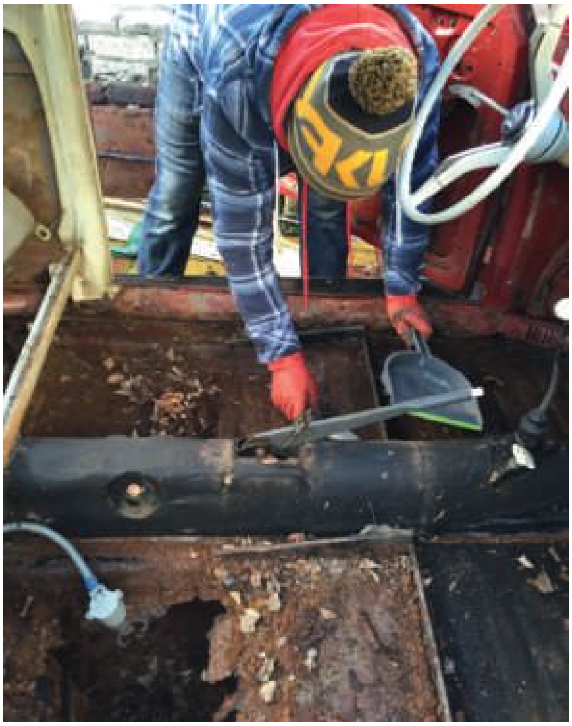


Looking much better already. The engine lid on the car in this picture is from a '65, but I have a correct year 'lid that I will have to colour match. This one will hang on my dining room wall

First bit of moss removal revealed nice original paint, with a good fade. This was after around 15 minutes of scrubbing; things moved much faster when I discovered the bathroom mould spray



As you can see, I need to source a few parts, but the original interior cloth (pictured on the front seats) is available from Himmelservice in Germany



Johnny sweeping out all the dirt and rust, shortly after I stepped through the floor. Car will receive German quality floorpans and Klassicfab heater channels

'Rat' cars and like my patina to be of the polished and preserved variety.

With this in mind, my buddy Johnny came over and helped me scrub off the moss with bathroom mould spray, worn green kitchen scourers and plenty of soapy water. What we found under all the moss was a very nice straight car. We couldn't resist wet sanding one corner of the roof with 1500 grade wet and dry and breaking out the machine buffer, which produced very pleasing results.

The Bug had arrived with the driver's side window down and the inside full of leaves, rubbish and rotten old carpet. With the window mechanism lubed, the window was closed and we steamed into the inside, removing all the mess and ditching the homemade rubber mats. I knew the floors were bad, but when I sat in the passenger seat, it began to sink through the floor; I subsequently put my foot straight through it when climbing in the back.

> "under all the moss was a very nice straight car"

The car is now fully cleaned out and I'm happy with my new project. Total cost so far has been £1550, all raised from selling stuff. I will have to wait a while before starting the project, but I'm really pleased I could make the purchase happen. Follow my progress on Instagram; I'm @barefootdriver ■

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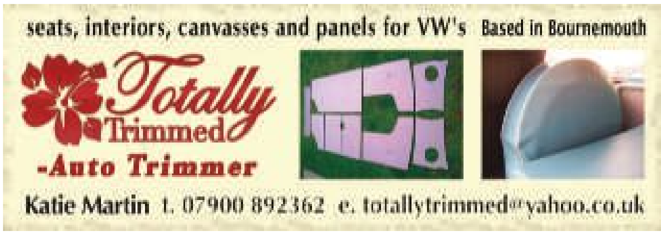
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Next month...

VOLKS WORLD

Here's what's coming up in the April 2017 issue of *VolksWorld*, on sale Friday 10 February

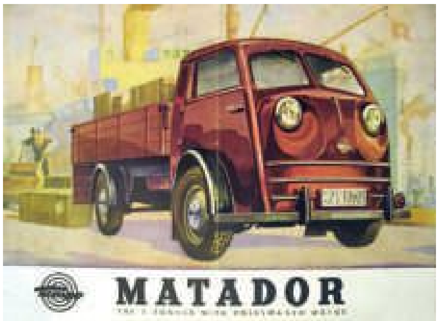
Inside job

A killer Bus that needs nothing more than putting your own stamp on is most people's dream, but in reality all this '55 needed was an interior

Don't miss it!

It's a wind-up

We show you how to sort all those niggly window winder issues



Tempo rising

We tell the story of the distinctive looking Volkswagen-powered, but front engined and front-wheel drive Tempo Matador

Flock yeah!

When Paul Charlesworth let some college students loose on his '61 to flock the dash, little did he know where it would lead...

EFI your engine

Specialist Components has developed a fuel injection conversion for the VW Type 1 air-cooled engine. We find out what's involved in fitting it

Words and photos Rob Hawkins

You may relish the challenge of static timing your engine, checking the points gap, changing the odd dizzy cap and whatever else may need to be done to keep your Beetle or Camper running properly, but what if you didn't have to do any of those things ever again?

The peace of mind modern ignition and electronic fuel injection offers means motorists take it for granted that their vehicles' engines will always start in the morning, and always run at their optimum efficiency. And now you can have the benefits of this technology on your air-cooled VW too, thanks to Specialist Components near Norwich.

Unlike some of the more performance-orientated systems already on the market, the company has developed a single throttle body fuel injection conversion that is primarily suitable for replacing the carburettor on a stock engine. It uses two injectors, a Ford coil pack, off-the-shelf crank position, oil and air temp and throttle position sensors and a British-made ECU to control everything. The kit also includes a new crankshaft pulley, electric fuel pump and a swirl pot to control fuel flow.

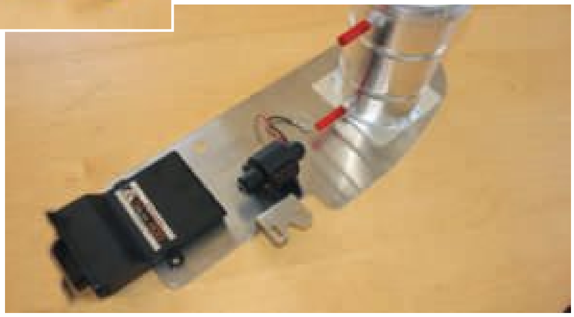
The reason for the latter is that, unlike a carb-fed engine, fuel injection requires a fuel return loop, to give any unused fuel somewhere to go. On a Bus, this requires part of the fuel filler pipe be removed and replaced with a new section (included in the kit). On the Beetle, the petrol tank is more accessible, so either a new tank can be fitted that has a return inlet and swirl pot fitted, or a similar set up to that shown here for a Bus can be used.

I have been testing this conversion from Specialist Components for over three months now, travelling around the UK and into mainland Europe and have found the engine in my Bay Window Camper runs smoother, is easier to maintain a cruising speed with and has proved to be a little less thirsty on a long run.

But don't just take my word for it. To put some figures to that, Specialised Components performed dyno runs on my Bus before and after fitting the kit, and bhp increased from 56.2 to 61.4, with almost a 10ft.lb increase in torque, too. However, it should be noted that improved fuel economy is not the main aim of this conversion, rather a modern fuelling and ignition system for improved reliability.

Plus, if anything goes wrong, a Windows-operated laptop can be connected to the ECU to diagnose faults and change settings whilst out on the road.

The following guide shows the system being fitted to a 1600cc twin-port engine on a Bay Window Bus, but the procedure is largely the same for any air-cooled Volkswagen. ■



< ∨ The all new fuel injection conversion kit from Specialist Components costs from £2,040. It's a lot of money to spend, so is it worth the investment?

JOB INFO

TOOLS NEEDED
5mm Allen key; breaker bar; electric drill and 4-8mm drill bits; feeler gauges; pry bars; screwdrivers; spanners / sockets: 10-32mm; torque wrench

MATERIALS USED
Paper towels; marker pen

TIME TAKEN
8 hours

COST DIY £2,040

CONTACTS

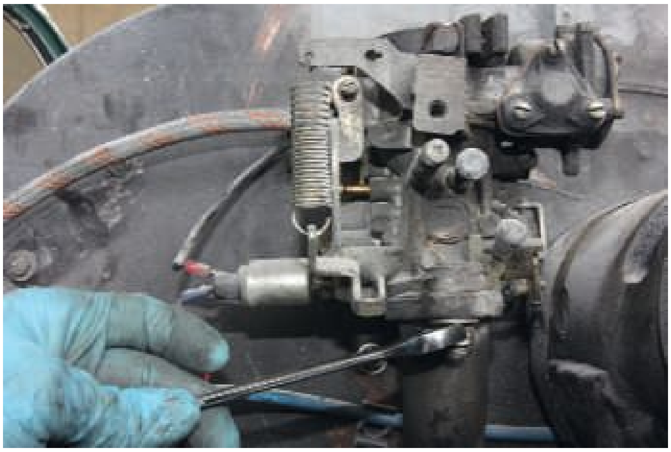
Thanks to:
Specialist Components
Tel. 01953 859785
www.specialist-components.co.uk

01 **TIME THE ENGINE** Disconnect the battery, and then manually turn the crankshaft pulley clockwise until the timing notch is in line with the centreline of the crankcase. This should indicate TDC, and that piston number one is also at TDC. To be sure, unclip the distributor cap and check the rotor arm is pointing to HT lead number one. If it isn't, turn the crankshaft pulley one full turn and check again. Remove the fan belt by undoing the 19mm nut on the end of the dynamo or alternator

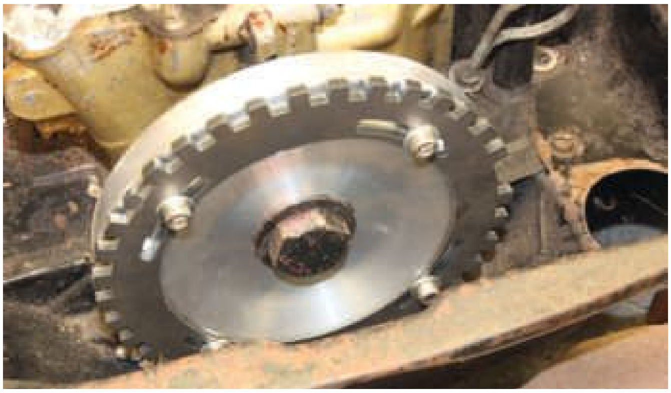
02 **TINWARE AND CRANKSHAFT PULLEY** Remove the breastplate tin between the engine and the engine bay seal at the back of the engine compartment. Next, undo the large bolt that secures the crankshaft pulley to the engine. It may require a jolt with a breaker bar to slacken it. Prise off the pulley with a couple of pry bars or long screwdrivers, working evenly from side to side to avoid damaging anything

03 **DISTRIBUTOR AND FUEL PUMP** Check again that the engine is still timed to TDC for piston number one, then slacken the 10mm nut on the distributor clamp and carefully withdraw the distributor from the case. Remove the clamp by undoing its securing nut, then cover the hole with a piece of paper towel.

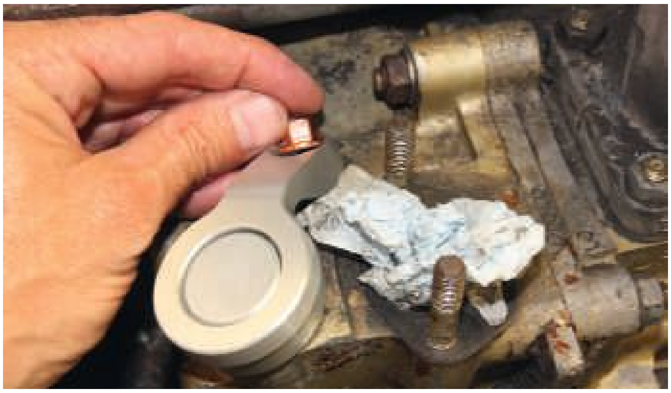
Clamp the fuel lines to and from the fuel pump, then pull them off the fittings. Undo the two 10mm mounting nuts and lift the pump off, together with the pushrod beneath. Extracting the Bakelite pedestal beneath can be a chore, and it may well break in the process, but it's not going to be used again so don't worry unduly. Again, cover the hole with paper towel



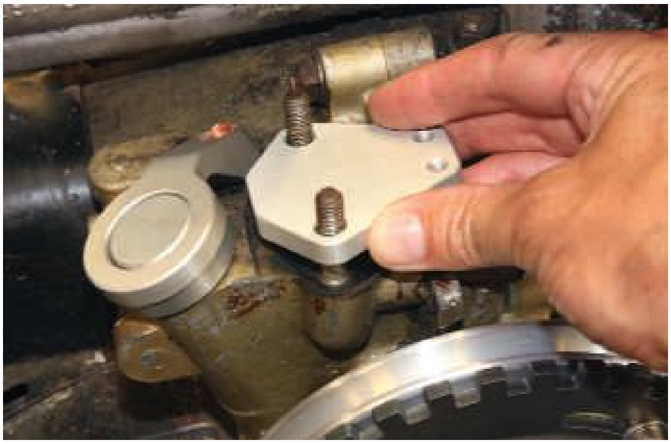
04 **COIL AND CARB** Remove the coil, secured to the fan housing with 10mm bolts. Label the wiring that is left behind in case you wish to re-fit the old parts. Detach the accelerator cable (a new one is supplied in the kit). As this is a single throttle body kit, the inlet manifold can remain in situ, so just undo the two 13mm nuts where the carb mounts to it, then lift off the carb and air filter complete



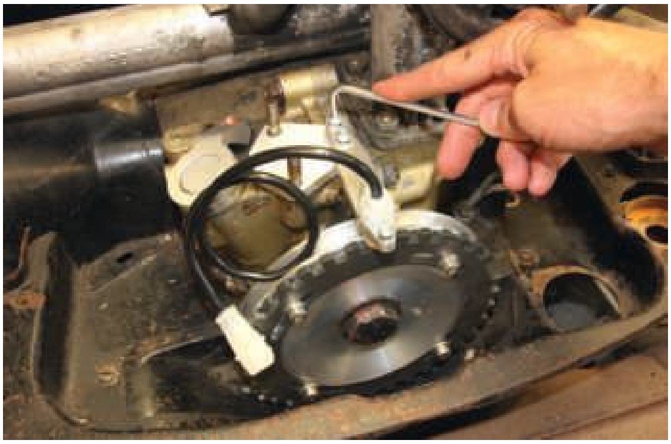
05 **FIT NEW CRANK PULLEY** A new crankshaft Vernier pulley is included in the fuel injection kit, which allows the engine timing to be fine tuned (see step 9). Fit this with the original pulley bolt, making sure the slot in the centre fits over the woodruff key on the end of the crankshaft. Do not fully tighten the bolt yet. This will also be done in step 8



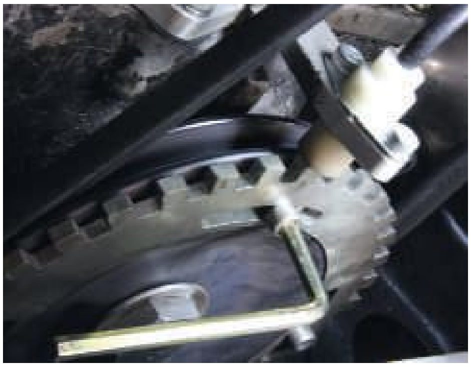
06 **COVER THE DISTRIBUTOR HOLE** Extract the paper towel from inside the hole where the distributor was fitted, lower the alloy blanking plug included in the kit down into the hole and then fit the alloy clamp over the top of it and also over the stud that secured the dizzy clamp. Using the new brass nut in the kit, secure the clamp in position



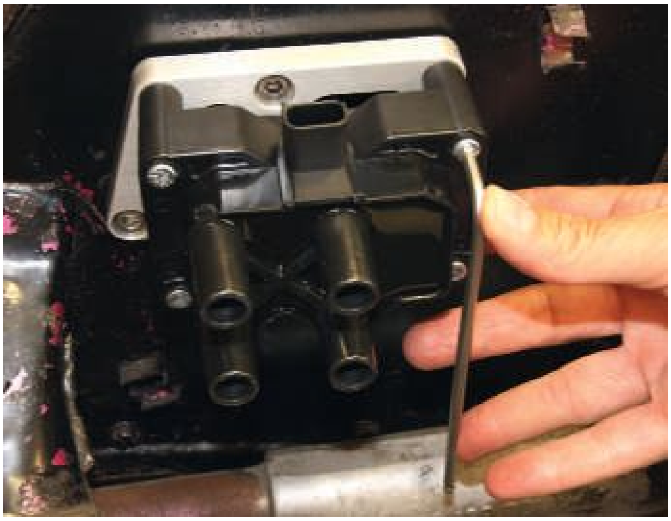
07 COVER THE FUEL PUMP HOLE The hole in the crankcase for the mechanical fuel pump also needs blanking off. Extract any paper towels, then fit the supplied blanking plate. It can be fitted either way up, but will only fit with the threaded holes to the right side. Secure it with the two 10mm nuts that held the fuel pump in place originally. This may need to be removed and the blanking plate fitted the other way round in the next step



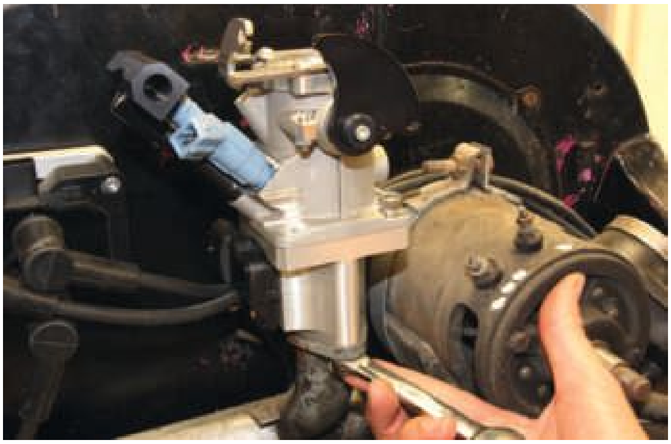
08 FIT CRANK POSITION SENSOR Again, the crankshaft position sensor, and its alloy mounting plate, are supplied in the kit and need to be assembled before fitting them onto the fuel pump blanking plate with two Allen key bolts. Measure the gap between the bottom of the sensor and a tooth on the new crankshaft pulley – it should be 0.8-1mm. If it isn't, remove and dismantle the two parts, re-assemble them with the blanking plate the other way up, then re-fit and measure the gap again



09 TIME THE ENGINE Assuming the engine is still at TDC for piston number one, the gap in the teeth of the crankshaft pulley should be at three o'clock, and the ninth tooth round from this gap (anti-clockwise) should be below the crankshaft position sensor at 12 o'clock. If it isn't, slacken the 5mm Allen key bolts on the crankshaft pulley to adjust its position. Re-tighten these bolts

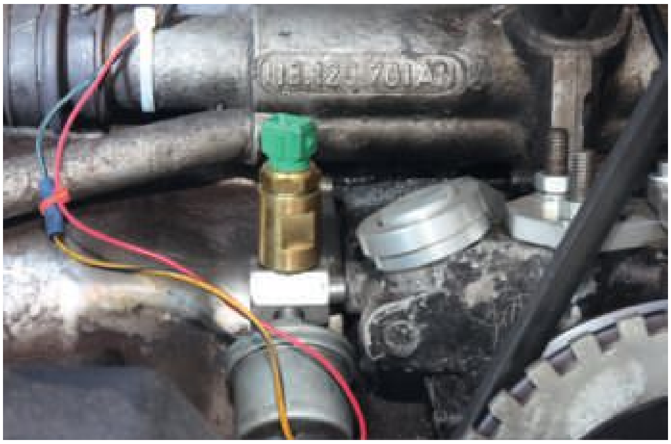


10 COIL PACK AND HT LEADS Fit the alloy mounting block onto the fan housing using the original coil bracket holes, and then bolt the coil pack to it. Secure both parts with the Allen key bolts supplied. New HT leads are also included, and can now be fitted in the following order of cylinder numbers: 1: top right on coil pack; 2: top left; 3: bottom right; 4: bottom left

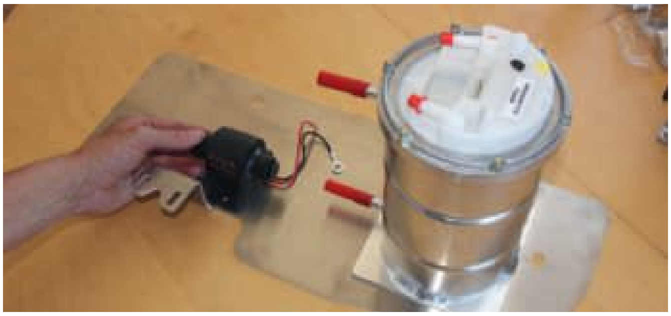


11 THROTTLE BODY Bolt the new throttle body to the inlet manifold with a new, standard gasket and new bolts. A new air filter is also supplied and should be fitted before the engine is started. The new accelerator cable supplied should be routed through the conduit inside the tunnel from the accelerator pedal to the throttle body

12 FUEL RETURN The fuel injection system requires a fuel return line to enable unused petrol to be sent back to the petrol tank. On Buses, extract the steel section of fuel filler pipe and replace it with the new one with a return feed connection that comes as part of the kit. If there is an access panel inside the engine bay to allow the fuel filler pipe to be removed, this is straightforward. Otherwise, the engine may need to be removed

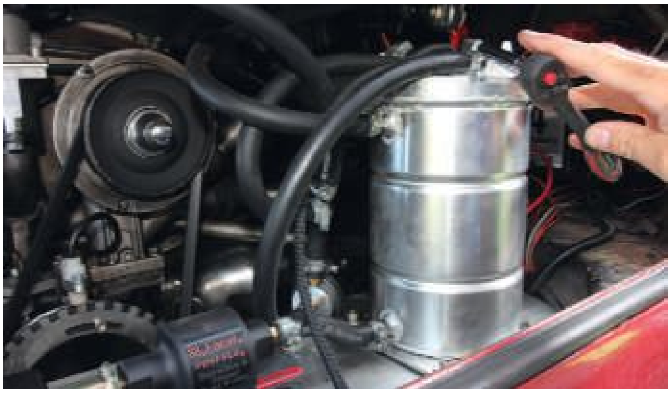


13 **FAN BELT AND OIL TEMPERATURE SENSOR** Re-fit the fan belt and tighten the crankshaft pulley to 45Nm (33ft. lbs). Remove the standard oil pressure sender unit from the engine, carefully screw the adaptor block into the crankcase and then re-fit the original sender into one of the threaded holes. Fit the new oil temperature sender supplied into the other threaded hole. Finally for this step, re-fit the breastplate tin



14 **NEW MOUNTING PANEL** A new piece of stainless steel is fitted over the tinware in the engine bay, and is used to mount the new fuel pump, swirl pot and ECU. All of the holes are pre-drilled, but there are no holes in the swirl pot's base plate, so these need to be measured and drilled.

Trial fit all three parts to the stainless steel plate, then fit it into the engine bay, securing it with bolts to the tinware and the engine lid's latch panel



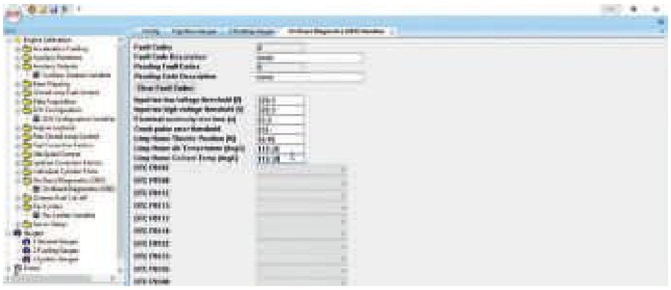
15 **FUEL LINES** The original fuel hose from the petrol tank needs to be attached to the new fuel pump with an inline filter. A short hose has to be connected between the pump and the bottom of the swirl pot, then there are hoses from the swirl pot to the fuel tank (return feed) and throttle body. These are quite complicated, but Specialist Components provide a diagram to help. A length of fuel hose is included in the kit, along with the necessary clips

16 **WIRING** A new wiring loom is supplied, which includes all the necessary connector plugs. First, find the positive and negative wires, then connect these direct to the vehicle's battery. Next, connect the plugs to the ECU, throttle body, oil temperature sensor, throttle body (injectors and throttle position sensor) and crankshaft position sensor. Make sure the wiring loom is routed neatly and kept away from any hot or moving parts on the engine

Specialist Components

17 **FIRE UP AND DOWNLOAD** Reconnect the battery and switch on the ignition. The fuel pump should tick, so give it a few seconds to fill the fuel lines and then try to start the engine. If it won't start, check all plug connectors and measure the gap for the crankshaft position sensor (see step 8).

Download Specialist Components' SXTune software from its website and install on a PC or laptop running Microsoft Windows (XP-10)



18 **FAULT DIAGNOSIS AND SETTINGS** Switch on the ignition, connect your laptop to the ECU via the lead supplied in the kit and open SXTune. The ECU should be recognised – click on a button in the top left of the screen if this fails. Run the engine and watch the laptop's screen to monitor oil temperature, engine revs, battery voltage and other data. If a problem occurs, look through the program for fault diagnosis to help identify the cause . Now go for a test drive and feel the difference for yourself

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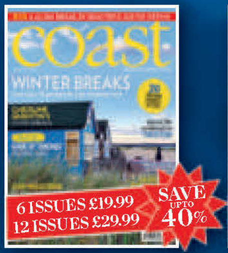
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- Telephone numbers starting '070' are usually from our affiliate website carandclassic.co.uk. If you get a message which says 'invalid' this usually means the item is no longer for sale.

CARS FOR SALE

BEETLE

1970, £4,000 ono. 1600cc, Empi Spin Star wheels, turbo exhaust, twin choke, Weber carb, radio & CD player, new floor pans and heater channels. Suffolk. 01359 230397

BEETLE 1200CC

1971, 44,000 miles, £8,250. Superb, rust-free and fully restored which comes with original instruction manual, service book and a service history from new. The external bodywork restored and re-sprayed in 2015 and interior is original, with upholstery and paint work in excellent condition. Original Blaukpunt 2-band radio, front/rear seat belts. Tuned and serviced. MoT March 17, tax exempt. Kent. 07971 392098 (SN)

BEETLE 1300

20,000 miles, £15,000. Mint original. MoT, rare opportunity. barry.lyon68@gmail.com (LH)

CLASSIC BEETLE

1973, £4,150 ovno. 1600cc two door saloon. Twin Kadron carburettor. Special 8 spoke orange wheels, Complete weatherproof car cover, full service history. A good wax polish will give it the wow. MoT valid until May 2017. Solid car, no rust. Panasonic car radio. Chassis number 1332314905 and engine number AD71138. London. 020 8245 1542 (LH)

BEETLE

1972, £3,700 each. 1300 deep amethyst. MoT till Nov 2016. Have owned for 12 years. 13035 Porsche blue. No MoT. Garaged, have owned for 6 years. Both in good condition. Reluctant sale. Staffordshire. 07895 675997 (PB)

CADDY MK III

2000, £950. Diesel pick-up (blue). Mechanically very good, some bodywork but nothing major. Selling due to no use for vehicle (retiring). Seats good condition and generally inside excellent. Wants a good clean!. Herefordshire. 07976 268273 (RB)

GOLF AUTO 1.8

1996, 109,000 miles, £750. Nice Series 3. Colour blue with recent brakes, shocks and tyres and new battery and exhaust parts. 5 door hatch with clean interior, nice upholstery. MoT June 2017. Tomorrow's classic. Glos. 01594 844249 (RB)

GOLF CABRIOLET

1995, £1,895. Tornado red with immaculate black cloth trim new discs & pads and mot nice original condition becoming collectable. 01652 678417 (LH)

HILL CLIMBER

£1,200. Based on VW Beetle, day time, MoT, no engine, hence price. Essex. 07704 085826 (RB)

POLO

1984, 27,066 miles, £POA. Family owned 16 years 2 Female drivers. Sorn since Xmas 2015. Garages. Original. Very good condition. Hereford. 07837 710257 (LH)

POLO

1995, 36,000 miles, £2,500 ono. Excellent condition, good runner, service history. Red, 2 keepers from new. Manchester. 07954 406553 or 07954 831806 (RB)

VOLKSWAGEN PICK-UP

2001, £1,050 ono. Caddy dark blue, good interior. Very good 1.9 diesel and mechanics. Some bodywork but DIY easily. Would go through a test. Please phone for more details. Herefordshire. 07976 268273 (PB)

RESTORED BEETLE CAL

1965, £12,500. Featured in Ultra VW magazine, displayed at Volks World show. Won every show entered. Full body off resto. Amazing paint, white engine. Lowered etc. Cheshire. 07772 985479 (SN)

VW TRANSPORTER

£6,550. Doka crew cab custom pick up, 2.5 TDi 150bhp model, 5 Speed. Spent on it recently: New Battery, new clutch master cylinder. New Daytime running lights and LED Side lights, stainless steel side exit exhaust system, new windscreen to name a few. It has 18" Audi RS6 Alloy wheels with nearly new tyres, rear air assisted suspension. The rear bed has a metal frame clad in wood with a removable rear tailgate and tie down hooks. It also has a towbar hitch fitted plus wiring. It has central locking & electric windows & mirrors. Wales. 07717 237775 (SN)

CARS WANTED

ALL CLASSIC VEHICLES-

Wanted. Anything considered. Will travel nation wide, top prices paid. Southport. 07885 257211 (RA)

CAMPER VANS FOR SALE

TREKKER 182

1975, £4,500 ono. Right hand drive car, extensively rebuilt about ten years ago but neglected since. Runs and drives but needs recommissioning. Good winter project. Car in Cornwall. Wilts. 01722 712967 (RB)

CAMPER

1979, £18,500. Fully restored, inside unfinished, no rust, lots of new panels. Northants. 07585 300370 (LH)

SPLIT SCREEN VAN

1964, £POA. Having been imported from Norway in 2006 and registered in the UK. MoT until late August 2017 and tax exempt, this van is about as perfect as you can get. 07527 568324 (LH)

VW BRAZILIAN

1970, 6,000 miles, £32,500. Split. Original, very sound body and chassis. IRS conversion. 1600 twin port rebuilt 2012. Auto. FSH. 9 months MoT. Rock/roll bed, sink and cooker. Left hand drive. Shropshire. 01584 318943 (PB)

VW EARLY BAY CAMPER

1972, £11,500. Left hand drive from Texas. No welding, very good underneath. New engine, part rewired and cd player. Large awning, etc. Silver trim. Kept in garage. Kent. 07816 624561 (RB)

VW T25 AUTO SLEEPER

1985, 61,000 miles, £5,500. Five happy years with 'Helga' due to the passing of my partner, I have to let her go, good running order, never let us down, original features, MoT. Kent. 01634 682170

VW REIMO T4 CAMPERVAN

1995, £10,000. 4 berth high pop top with bed. Variotech rock and roll bed. Cooker, fridge, sink. 3 way zig power unit. Bottom half respray. Engine rebuild 2014. 12 months MoT. Derbyshire. 07734 128314 (PB)

VW SPLIT 'AIDA'

1964, £36,000. VW 1600 twin 40's, new clutch & gearbox 09, stainless exhaust, lowered, safaris, Camper shack interior, huge music, sat nav, original fitments, plus original set of fuch, awning, receipts, professional valuation, 12 months MoT. Saffron Walden. 07976 403021 (HR)

VW T2 CAMPER

1979, £14,500. Bay window. Bagpuss has had extensive work. Leather interior, full rock and roll body. 3/4 rag top. Reconditioned engine. Electric start, full renovation. Gwynllyw. 07854 528815 (PB)

VW T4

1998, 114,000 miles, £10,000. Transporter. LWB. Auto, petrol. Large service history. Bodywork extremely good condition. Pop top with bed, fridge, sink, swivel captains seat and heater. Essex. 07968 286591 (PB)

VW T25 VANAGON

1983, £2,000 ovno. Project for enthusiast, American import, lhd, 1.9 petrol, slight panel damage, not run for two years, rock n roll bed, captains chair, new awning, many extras. Derbyshire. 07896 277758

VW TRANSPORTER 78PS

1986, £5,000. D,1.9. white, petrol. Conversion by Mayfair. MoT Tested until June 2016. New Dash Panel and Speedometer. Renewed 4 Suspension Ball Joints. New rubbers fitted to Tie Bars. 240v Hook Up. Cycle Rack. East Midlands. 01246 569778 (HR)

CAMPER VANS WANTED

VW SPLITSCREEN

Wanted. UFR 471. Looking for an old friendÉ This splitscreen belonged to my father, does anyone know if it's still on the road? Any info welcome. South Ayrshire. 07941 122588

PARTS & ACCESSORIES FOR SALE

GOLF MK 3

1997, £40. Tyres 175/70/13, four together with wheels and centre caps. Just passed MoT. Collection only. Tyne And Wea. 07890 372355 (RB)

VOLKWAGEN LT 35

1995, £POA. Items, new and unused. One ball joint, part no. 617440181, £25. One fan belt, part no. 069903137C, £10. One water filter, part no. 0450198169, £20. Cumbria. 01768 863200 (eves) (RB)

VW BAY

1968, £150. Gearbox, camp (1600). Middlesex. 020 8864 4874 (RA)

VW CADDY PICKUP MKI

£250. Many parts, front wings (some new), back axle, lights and many other parts, Herefordshire. 07976 268273

PARTS

£POA. VW engines, 3 no (turbo diesel 1800), 2 runners, 1 non-runner. Top end rebuilds 30-40k, fitted in Galaxy MPVs (1994-2000). Offers £295 runners and £200 non-runners. Wales. 07554 962891 (PB)

MISCELLANEOUS FOR SALE

AVIATION LEATHERCRAFT

£250. Genuine Irvin RAF sheepskin flying jacket. 42in chest. Super condition, as very little used. Northumberland. 01670 790212 (RB)

'50 LOD' NUMBER PLATE

£offers. Registration for sale please call with offers. 01915 369954 / 07742 859279 (RA)

'X5 CDR' NUMBER PLATE

£offers. Registration for sale please call with offers. 01915 369954 07742 859279 (RA)

NUMBER PLATE

£400. VW or that lady in your life. Reg K66 AAR. Looks nice. No VAT. East Yorkshire. 07852 650477 (PB)

REGISTRATION PLATE

£1,795. 8911 HK on Retention. Immediate transfer. Essex. 07534 609843 (RB)

FOUR GASOLENE GENERATORS

£600 each. Brand new, still boxed. Durham. 01913 862503 (RB)

NUMBER PLATE

£400. VW or that lady in your life. Reg K66 AAR. Looks nice. No VAT. East Yorkshire. 07852 650477 (PB)

PRIVATE NUMBER PLATE

OKZ 3901. 01612 929763 (RA)

PRIVATE NUMBER PLATE"R40NNY"

£1,195 ono. Excellent Plate-Reads R40NYY. Manchester. 0161 2929763 / 07940 083830 (RA)

PRIVATE PLATE

£Offers over £3,000. Durham. 01913 862503 (RB)

REGISTRATION PLATE 'K888 BHT'

£400. On Retention. Essex. 07887 870069 (RA)

'123 LOD' NUMBER PLATE

£offers. Registration for sale please call with offers. 01915 369954 07742 859279 (RA)

VINTAGE MECCANO

1920'S?, £POA. Old sectional box of very early Meccano. Extensive and rare collection of numerous pieces. Added to over years. Includes clockwork engine, original books. Details on request. Northumberland. 01665 576351 / 07759 429137 (RB)

FLYING JACKET

£125. Brown leather sheepskin. 07438 362467 (RB)

GLAZIER CARAVAN FRIDGE

£120 ono. Hardly used. 12 240 gas. Good working order. Cornwall. 07805 039684 (PB)

APOLLO ALLOY WHEELS

£625. 19" Set of four c/w centre caps and part worn tyres with good tread. Wheels were refurbished earlier this year. Herefordshire. 01989 566350 (LH)

CELTIC ALLOY WHEELS

£195. 17" Set of four c/w centre caps. Wheels have minor scuffs or other age related marks. In very presentable condition, though not perfect. Herefordshire. 07833 456450 (LH)

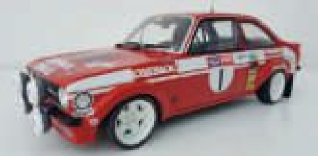
OWNER'S HANDBOOKS

£10. Vauxhall Velox 1953. Vauxhall Velox-Cresta, 1960, £10. Austin A55 Cambridge MkII £7. Morris Oxford-Cowley III, £8. Austin/Morris Marina van-pickup £8. Austin Ambassador £6. Hillman Avenger £5. All plus postage. Somerset. 01934 517081

STARTER MOTORS

£POA. 350 Chev, £70. VW Beetle £15. Ford Pinto £15. Working when removed. Collect or plus post. Gloucestershire. 07811 515622 (RA)

CUSTOM SCALE MODELS

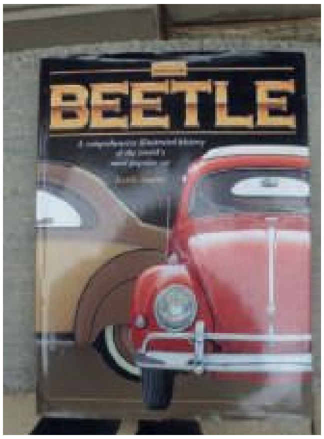


£POA. Scale model for your car. 07565 090264 (LH)

DOWNSIZING MAN CAVE

£45 each. 4 draw file cabinets x4, VGC. Kent. 07531 716738 (LH)

THE BEETLE BY KEITH SEUME



£12.00. A comprehensive history - 160 pages. Harrogate. 01423 709175 (RA)

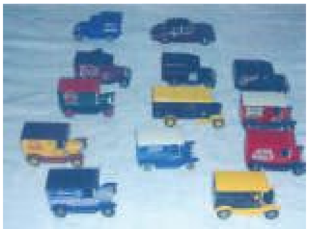
VOLVO F88

1976, £P.O.A. Workshop manual covers f88 (290) also certain parts of F86/F10, N10 & N88. West Midlands. 07836 514189 (LH)

VOLKSWAGEN GOLF

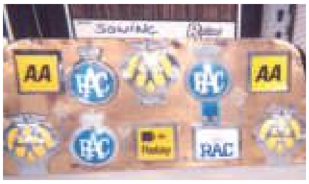
£20 per unit. Alternators and starter Motors. Have around 10 of each of these. 07941 803765 (RA)

LLEDO PROMOTIONAL MODELS



£3 each + p&p. Eleven in total. All unmarked, advertising different products, see picture. Buy all for £29 and get Model A van and Mk2 Jaguar (missing rear light/mirror) FREE Northumberland. 01665 576351 or 07759 429137

BADGES



£80. Ten AA and RAC badge and box keys on copper plaque stand. Also 2 candle sticks made from piston and cogs, £50. Cambridgeshire.

MAGAZINES FOR SALE

£Offers. 100 Classic & Vintage Commercial Magazines. 95 Heritage Commercials mags. 40 Classic Military Vehicles.Staffordshire. 07966 456794 (LH)

VW MOTORING MAGS

£30 the lot. 30 copies 80's 90's 32 copies Volkswagen Audi car, 80's 90's. Yorkshire. 07593 862428 (RA)

MISCELLANEOUS WANTED

ORIGINAL TOW BAR WITH BRACKETS

1981, Wanted. For VWT25 air cooled camper. To bolt on, no made up jobs, or you come round and bolt on. 07438 362467 (RB)

VOLUNTARY WORK

Wanted. Keen, very honest, reliable gentleman needs someone to work with voluntarily. To learn practical skills on engines, electrics, fabrication, upholstery Eight mile radius of Manchester. Manchester. 07986 248864 (PB)

VW SPLITSCREEN

Wanted. UFR 471. Looking for an old friendÉ This splitscreen belonged to my father, does anyone know if it's still on the road? Any info welcome. South Ayrshire. 07941 122588

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2012 VW T2 Danbury Rio 4 Seat Classic, 35,105 miles, 1.4 water-cooled petrol engine, 2 burner hob, grill, sink, fridge freezer, leisure battery, 240v mains hook up, raising roof & more. Brand new camping interior. **£35,695**. Ref: 2763

2008 VW T2 Danbury Diamond 5 Seat Classic, 52,500 miles, 1.4 water-cooled petrol engine, 2 burner hob, grill, sink, fridge freezer, leisure battery, raising roof & more. **£29,995**. Ref: DKA

2013 VW T2 5 Seat Classic, only 9,540 miles, 1.4 water-cooled petrol engine, custom camping interior, single portable camping stove, 12v fridge, sink, leisure battery, high spec CD radio & more. **£30,995**. Ref: XDM

2010 VW T2 5 Seat Classic, only 18,089 miles, 1.4 water-cooled petrol engine, custom camping interior, single portable camping stove, 12v fridge, leisure battery, full vinyl trim with matching door cards, raising roof, alloy wheels & more. **£29,995**. Ref: DWW

2015 VW T2 Danbury Rio 4 Seat Classic, only 5,100 miles, 1.4 water-cooled petrol engine, 2 burner hob, grill, sink, fridge freezer, leisure battery, 240v mains hook up, raising roof, roof bed to make 4 berth, alloy wheels, power steering & more. **£47,995**. Ref: BXW

2012 VW T2 Danbury Diamond 5 Seat Classic, 28,000 miles, 1.4 water-cooled petrol engine, 2 burner hob, grill, sink, fridge freezer, leisure battery, 240v mains hook up, raising roof, roof bed to make 4 berth, power steering & more. Brand new camping interior. **£46,495**. Ref: SRZ

2004 VW T2 Danbury Rio 4 Seat Classic, 46,250 miles, 1.6 air-cooled petrol engine, 2 burner hob, grill, sink, fridge, leisure battery, 240v mains hook up, raising roof, alloy wheels, power steering & more. **£29,995**. Ref: MFO

2015 VW T2 Danbury Rio 4 Seat SE, only 1,645 miles, 1.4 water-cooled petrol engine, 2 burner hob, grill, sink, fridge freezer, leisure battery, 240v mains hook up, raising roof, leather trim, full chrome exterior, power steering, alloy wheels, custom painted dash & much more. **£51,995**. Ref: OMW

2010 VW T2 Danbury Rio SE. 77,836 miles. 1.4 water-cooled engine, 2 burner hob, oven, grill, sink, fridge freezer, leisure battery, 240v mains hook up, lowered-suspension, alloy wheels, freeview TV/DVD system & much more. **£33,995.** Ref BON.

2011 VW T2 Danbury Rio 4 Seat Classic, 10,844 miles, 1.4 water-cooled engine, 2 burner gas hob, oven, grill, sink, fridge freezer, leisure battery, 240v mains hook up, tailgate bike rack, leather upholstery, alloy wheels & much more. **£35,995.** Ref AHJ.

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Inventing stories

Robin Wager remembers a particularly madcap car from yesteryear

Being at the 'sharp end' of *Safer Motoring* (later *VW Motoring*) magazine for some years gave me a regular glimpse into the wacky, often downright weird, world of the compulsive inventor. Not only were these owners convinced they knew better than the hundreds of highly qualified engineers at Wolfsburg; they often demonstrated it in a striking and convincing manner.

Take, for example, Richard Ihm from Saffron Walden, whom we featured in February 1972. He woke up one morning with a startlingly simple idea to make crashes safer. Ideally, of course, you'd hope not to crash in the first place, but Richard reckoned that if you did, you'd be safer in a pointed car.

> "the obvious disadvantage was quickly spotted by a bewildered PR man in Wolfsburg"

The idea, you see, was that if two cars with pointed noses met head-on, they'd simply glance off each other instead of ending up as a heap of crumpled metal.

Fired up with enthusiasm, he set about creating just such a car by fabricating a pointed frontal nose-cone section out of sheet metal and Dexion-type steel angle. A tribute to his skill, it was admittedly a very neat job, which Richard then (ouch!) proceeded to bolt on to his rather nice Karmann Ghia coupe, before contacting *Safer Motoring* editor Bob Wyse with the story.

Always one for the oddities of the wonderful world of VW, Bob ran a two-page feature on the idea, which by then Richard had publicly demonstrated with staged crashes at a stock-car stadium in Kings Lynn. Convinced of his major breakthrough in road safety, he had also gone on to construct a similar pointy, raised 'rear bumper' for the KG's rear end.

Safer Motoring
FEBRUARY 1972
The INDEPENDENT magazine that concentrates on
VOLKSWAGEN
A SHARP-NOSED CAR IS SAFER IN A CRASH
15p

Jaunty February 1972 cover flagged up the arrival of the 'sharp-nosed' car creation

A VW owner's brilliant idea:
A SHARP-NOSED CAR IS THAT MUCH SAFER IN A HEAD-ON COLLISION

Inventor even rigged up a car collision showdown to demonstrate his theory. Did either of those KGs survive, we wonder?

That wasn't the end of it, either. A Singer Gazelle and a Volvo were both converted. And by the time the story appeared in the magazine, Richard Ihm was already working on a further follow-up – adapting the same idea to another, British rear-engined car, the Hillman Imp. And for research, he had built a working model road system using miniature pointed cars.

In one of his real-life demos that certainly sounded convincing, Richard had shown that a pointed car could be driven between two others approaching just 18 inches apart at 50mph, and both were pushed aside with minimal damage.

You will, like me, no doubt have a number of questions arising from all this, especially if I tell you that Richard claimed the idea was equally effective against 'jay-walking pedestrians and cyclists'.

Quite how those people might have benefited is not stated, but I'd imagine being swiped by a pointed steel bonnet at any speed might give you a bit of a headache!

Many folk buy a car because they like the look of it. This construction, while neat, is ugly and not something I'd want to bolt on to my classic VW. I think also there were aspects that would be illegal under current regulations; how you accessed the luggage and engine compartments wasn't explained; and would it still fit your garage? I doubt it.

There are many other issues, like a side-on collision with another car, that never really featured in Richard's equations.

But the obvious disadvantage was quickly spotted by a bewildered PR man in Wolfsburg when Richard wrote asking VW to put a pointed model into production.

"The advantage of the proposed shape can only be fully realised when all car manufacturers adopt the system," he replied.

Good point!

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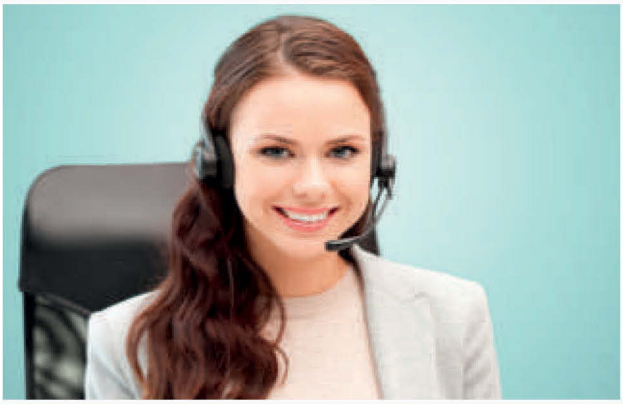

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Just Kamper's Customer, April Ashforth

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